

Maps. 32.e. 10.
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卅. XLIV.

GREAT BRITAIN'S COASTING-PILOT.

The FIRST PART.

Being a New and Exact
SURVEY of the Sea-Coast
OF
ENGLAND,
FROM THE
RIVER of THAMES
TO THE
WESTWARD,
WITH THE
ISLANDS of SCILLY,
And from thence to
CARLILE.

DESCRIBING

All the Harbours, Rivers, Bays, Roads, Rocks, Sands, Buoys, Beacons, Sea-Marks, Depths of Water, Latitude, Bearings and Distances from Place to Place, the Setting and Flowing of Tydes, with Directions for the knowing of any Place; and how to Harbour a Ship in the same with Safety.

With Directions for Coming into the CHANNEL between ENGLAND and FRANCE.

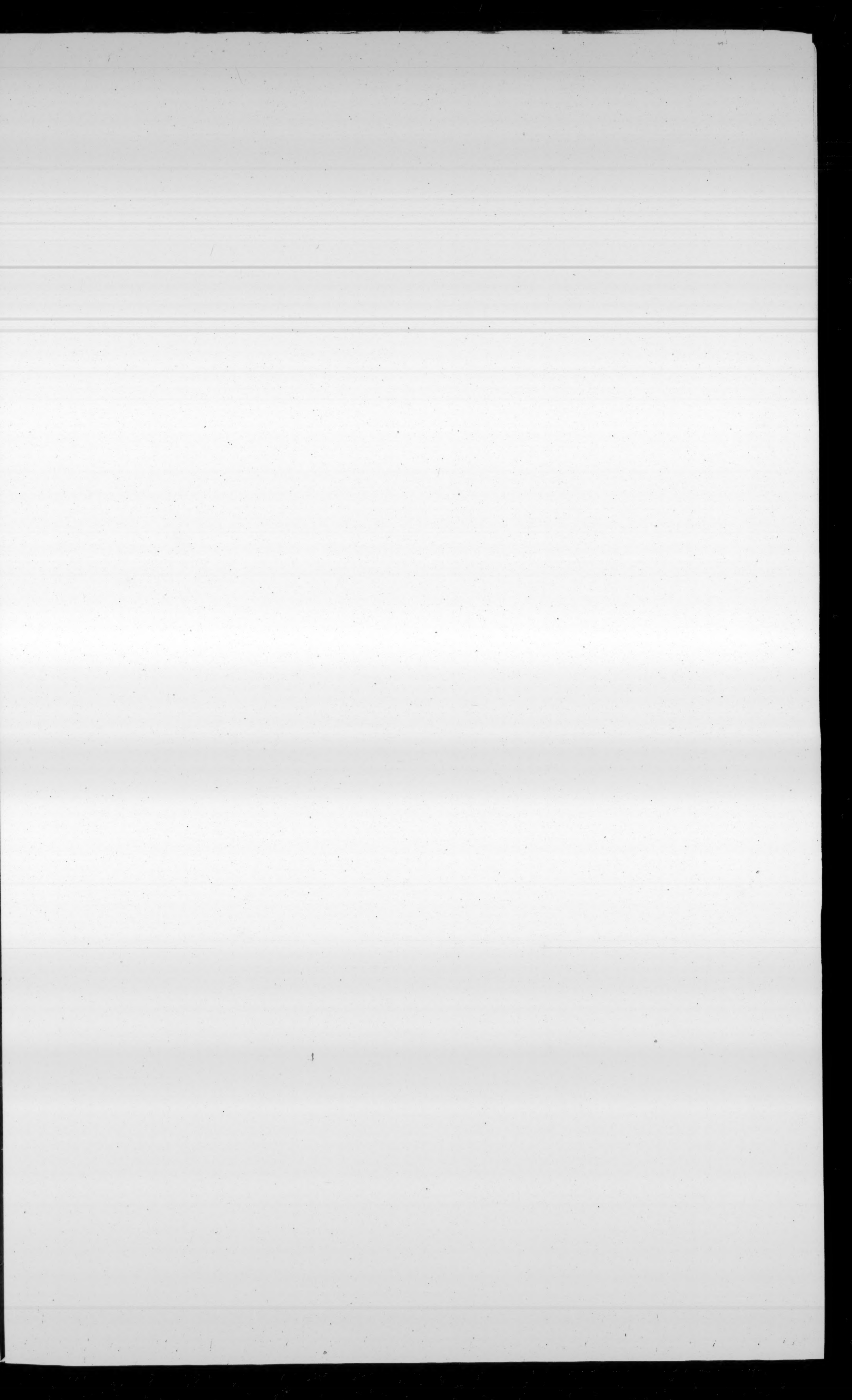
By Captain GREENVILE COLLINS *Hydrographer in Ordinary to the KING and QUEENS most Excellent Majesties.*

LONDON:

Printed by Freeman Collins, and are to be Sold by Richard Mount Bookfeller, at the Postern on Tower-Hill. 1693.



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IV
CC. d

TO HIS
SACRED MAJESTY
WILLIAM III.

O F
Great Britain, France, and Ireland

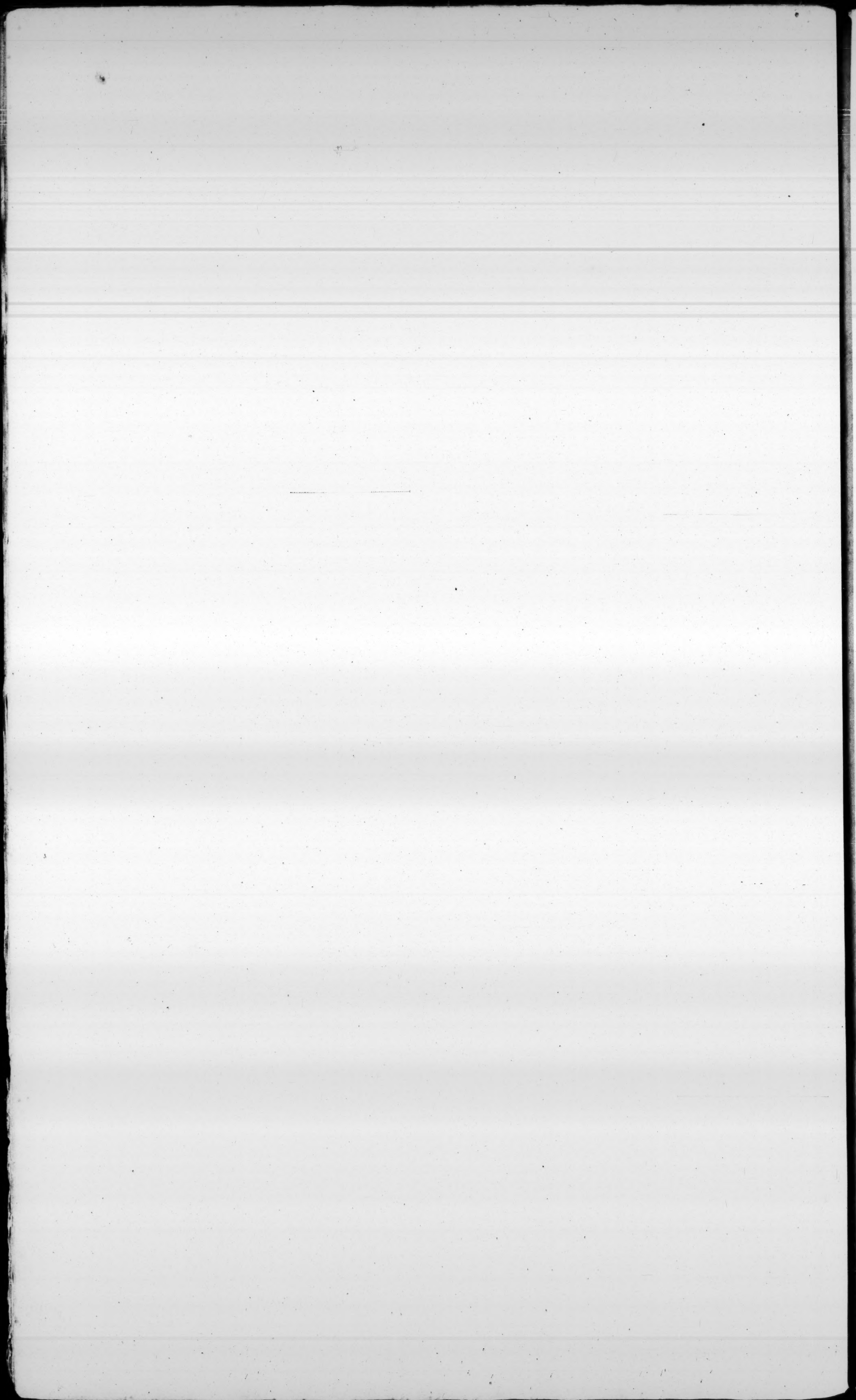
K I N G,

THIS
SURVEY of the Sea-Coast

O F
GREAT BRITAIN

IS MOST HUMBLY
DEDICATED and PRESENTED
BY YOUR MAJESTY'S
MOST FAITHFUL SUBJECT
AND SERVANT,

Greenvile Collins.





William R.



WILLIAM and MARY, by the Grace of God, King and Queen of England, Scotland, France and Ireland, Defenders of the Faith, &c. To all to whom these Presents shall come, Greeting. Whereas We are humbly Informed, That our Trusty and Welbeloved Servant, Captain **Greenvile Collins**, Our **H Y D O -**
G R A P H E R, hath for several Years past, with great Pains and Expence, made a Survey of the Sea-Coast, which will be of great Use and Advantage for the Safety of Navigation, and now being about to publish the same, under the Title of **GREAT BRITAIN'S COASTING PILOT**, hath humbly besought Us to grant him Our Royal Licence for the sole Printing and Publishing thereof, We have thought fit to condescend to that his Request, and We do accordingly hereby grant Our Royal Licence and Privilege, unto the said Captain **Greenvile Collins**, his Executors, Administrators, and Assigns, for the sole Printing and Publishing the aforesaid Survey, under the Name and Title of **GREAT BRITAIN'S COASTING PILOT**, as aforesaid, for the Term of Fourteen Years, to be Computed from the Day of the first setting forth of the same. And Our Royal Will and Pleasure is, and We do hereby Require and Command, That during the said Term of Fourteen Years, no Person or Persons whatsoever, being our Subjects, do presume to Imprint, Engrave, or Publish, or cause to be Imprinted, Engraven, or Published the same, or any part thereof, or to Epitomize the same, and Imprint, Engrave, or Publish it, or any part thereof under the same, or any other Title or Name whatsoever, or to sell the same, or to Import into our Kingdom of England,

b

any

any Copies thereof Imprinted in any Parts beyond the Seas, upon pain of the Loss and Forfeiture of all Copies so Imprinted, Sold or Imported, contrary to the Tenor of this our Royal Licence, and of such other Penalties, as the Laws and Statutes of this Our Realm will inflict, without the Knowledge Licence, and Consent of him the said Captain Greenville Collins, his Executors, Administrators, or Assigns; And Our further Will and Pleasure, is, That the **Master, Wardens, and Assistants** of the Company of Stationers, in Our City of **LONDON**, do take due Notice hereof, and cause the same to be Entered in their Register; And that if Occasion requires, they be Aiding and Assisting unto the said Captain Greenville Collins, his Executors, Administrators or Assigns, in Searching for and Seizing any Plate or Plates, Print or Prints, or Copies, or Epitomes of the same, or any part thereof. Given at our Court at Kensington the 22th Day of February, 1691. in the Fourth Year of our Reign.

By his **M A J E S T Y's** Command,

SYDNEY.

The

The High and Mighty
STATES of HOLLAND's
PRIVILEGE

T O

Captain Greenville Collins 1692.

E Staten van *Hollandt* en *Westvrieslandt*: Doen te weten. Alsoo ons vertoont is by *Greenvile Collins*, Capiteyn van het Jaght van Zijne Koninglijke Majesteit van *Groot Brittagne*, ende desselfs Hydrogrifus. Dat den Suppliant den tijd van twaelf jaren, naar den anderen met groote naastigheyt, doende was geweest, om een Boeck van veelderhande Caarten te practiseren en op te stellen, van alle de Zeekusten, Eylanden, Havens, Landen, Ondiepten, ende verdere gelegenheden van de Zee ontrent *Engelandt*, *Schotlandt* en *Yrlandt* met den aankleven van dien, by hem geintituleert, *De Nieuwe Pilot van Groot Brittagne*, het welke veel bequamer en distinctelijker was, voor alle Schippers, Piloten en Zeevarende Persoonen, dan voor henen; Dat den Suppliant daar toe veel moeyten en kosten hadde aangewent, sijnde deselve ten reguarde van de voorgaande Caarten van de voorsz Zeekusten, een heel nieuw en klaar werk, noyt te voren soodanig gesien of uytgegeven, gelijk, uyt de voorsz Caarten oogenschijnlijk en klaar konde, gesien en aangewesen worden, sijnde den Suppliant van voornemen, 't selve Caarte-Boek (onder Gods hulpe) binnen den tijd van ses Maanden eerstkomende te laten drucken en uytgeven, soo in *Engelandt* in die Taal, als alhier in onsen Lande in de Nederduytsche Tael, omme by de Zeevarende Persoonen alhier te Lande mede geemployeert te werden, als haar mede seer nodig sijnde: Derhalve keerde hy Suppliant hem tot Ons ootmoedelijk verzoekende, dat wy hem Suppliant, sijne Erven en Nakomelingen, voor den tijd van 15 eerst achter een volgende jaren geliefde te verlenen Octroy, comme in den voorn. onsen Lande alleen te mogen laten drucken, uytgeven en verkoopen, het voorsz Caarte-Boek, genaamt de *Nieuwe Pilot van Groot Brittagne*, in soodanige Talen, Formaet, en met sulke descriptie, uytlegginge en Registers, als hem Suppliant goet duncken soude, en dat op seekere groote poene by ons tegens de Contraventeurs van dien te statueren, en hem daar van te ver-

verleenen Octroy in debita forma. SOO IS'T; Dat wy de sake en't verzoek voorsz overgemerckt hebbende ende genegen wesende ter bede van den Suppliant uyt onse rechte Wetenschap, Souvrayne Macht en Authoryteyt, den Suppliant, sijne Erven en Nakomelingen geconsenteert, geaccordeert ge-octroyeert hebben consenteren, accorderen en octroyeren mits desen, dat hy geduerende den tijdt van vijftien eerst achter eenvolgende jaren, het voorsz Caarte-boek genaamt *De Nieuwe Piloot van Groot Brittagne*, binnen den voorn. onsen Lande alleen sal mogen laten drucken, uytgeven en verkoopen; verbiedende daarom allen ende eenen ygelijken het selve Caarte-boek in 't geheel ofte deel in eenigerhande formaet, en met sulke dicriptie, uytlegginge en Registers, en Talen, naar te drucken, ofte elders naargedrukt binnen den voorn. onsen Lande te brengen, uyt te geven ofte te verkoopen, op verbeurte van alle de naargedrukte, ingebrachte ofte verkochte Exemplaren, ende een boete van drie hondert guldens daar en boven te verbeuren, te appliceren een derde part voor den Officier die de calange doen sal, een derde part voor den armen der plaatse daar het casus voor vallen sal, en het resterende derde part voor den Suppliant. Ende dat hy gehouden sal zijn, een Exemplaar van't voorsz Caarte-boek gebonden, en wel geconditioneert te brengen in de Bibliotheek van onse Universiteyt tot *Leyden*, ende daar af behoort te doenblijcken, op poene van het effect van desen te verliezen. Ende ten eyende den Suppliant desen onsen Consente en Octroye moge genieten als naar behooren. Lasten wy allen en eenen ygelijken die 't aangaan mag, dat sy den Suppliant van den innehouden van desen, doen, laten, en gedogen, rustelijk, vredelijk en volkenomtlige genieten en gebruyken, cefferende alle belet ter contrarie. Gedaan in den *Hage* onder onsen grooten Zegele, hier aan doen hangen den 28 *Maart* in 't Jaerons Heeren en Zaligmakers duyfent ses hondert een-en t'negentigh.

vt.

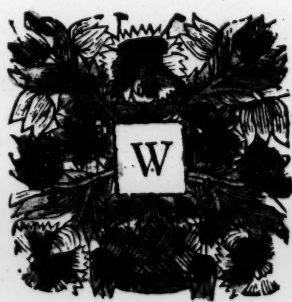
A. HEINSIUS,

Ter Ordonnantie vande Staten

Simon van Beaumont.

TO THE
MASTER,
WARDENS and ASSISTANTS
OF THE
TRINITY-HOUSE
OF
Deptford-Strond.

Right Honourable
and
Right Worshipful,



*W*HEN first His Majesty King CHARLES the Second, was pleased to make Choice of me for Surveying the Sea-Coast, I then, as in Duty bound (being a younger Brother) did acquaint you with it, and most humbly laid the Proposals before you; whereupon you were pleased not only to approve of them, but did most bountifully Advance towards the Charge of the WORK, which being now finished, with all Submission and Gratitude, I assume the boldness to present these Effects of my Seven Years Industry to your Protection and Patronage.

If at any Time there should be made new Discoveries of any Rocks or Shelves, that are not yet known; or that Sands shall change their Situation (as often they do) I shall be ready by your Advice and Commands (by God's Blessing) to make a further Progress in this Survey.

I could heartily wish that it might be so ordered by your Corporation, that all Masters of Ships, both using foreign and home Voyages, might be encouraged to bring you in their Journals, and a Person appointed to Inspect them, which would be a great Improvement of Navigation, by imparting their Observations and Discoveries of the true Form and Prospect of the Sea-

C

Coast,

The Epistle Dedicatory.

Coast, with all Harbours, Rivers, Bays, Islands, Creeks, Sands, and Rocks, and other dangerous Places, with the Settings and Flowings of Tydes, and Currants, with the Variation of the Compass; by which means, in a few years, we might have much more exact Sea-Charts and Maps; and for want of such a Method, we have lost many Excellent Discoveries, to the unaccountable loss of Navigation.

And that those Persons that make and sell Sea-Charts and Maps, were not allowed to alter them upon the single Report of Mariners, but with your Approbation, by which means our Sea-Charts would be more Correct, and the common Scandal of their badness removed, that God may prosper all your Generous and Charitable Undertakings; which that they may always succeed the greatest Advantage possible of all their Majesties Subjects, is the constant hearty Wish and Prayer of

*Depford, Febr. 24.
1693.*

Your most humble

and most obedient Servant

and younger Brother,

GREENVILE COLLINS.

THE

T H E
P R E F A C E
T O T H E
R E A D E R.

To my Fellow Mariners of GREAT BRITAIN.

GENTLEMEN,

HIS most Excellent Majesty King *CHARLES* the Second, who was a great Lover of the Noble Art of NAVIGATION, finding that there were no Sea-Charts or Maps of these Kingdoms but what were *Dutch*, and Copies from them, and those very erroneous, his Majesty out of his great Zeal for the better Improvement of Navigation, was pleas'd in the Year 1681. to give me the Command of a Yatch for the making this Survey; in which Service I spent Seven years time.

The Intent of this Survey is only to give Directions to Mariners to Sail alongst the Coast of *Great Britain*, and how to carry a Ship into any Harbour, River, Port, Road, Bay, or Creek with safety, and how to avoid all Dangers known.

It sometimes happens, and that too frequently, that when Ships which have made long and dangerous Voyages, and are come home richly Laden, have been shipwrack't on their Native Coast, whereby both Merchants, Owners and Mariners have been impoverish't. All our Neighbours will acknowledge that no Nation abounds more with skilful and experienced Seamen than our own, none meeting a Danger with more Courage or Bravery; none taking more Care, or use more Circumspection to prevent it, or are more laborious to overcome it: But we cannot expect that the Master and Mates of every Ship should be acquainted with all the Coasts and Harbours of *Great Britain*, into which they may be accidentally obliged to Enter. Sometimes it happens, that in long Voyages the Master and the most knowing Men die, and the Ship is brought into sight of Land by those who have skill enough to conduct the Ship at Sea, but are wholly un-acquainted

The Epistle to the Reader.

acquainted with the Coasts and Harbours, or having but little Knowledge, dare not trust to it ; in such Cases, and to such Persons, this Survey will serve in the room of a Pilot.

As many Ships are lost by Ignorance and Negligence, as by stress of Weather, so a Master of a Ship hath a very great Charge, and ought to be a sober Man, as well as a skilful Mariner : All helps of Art, Care, and Circumspection are to be used by him, that the Lives of Mariners (the most useful of their Majesties Subjects at this Juncture) and the Fortunes of honest Merchants under his Care, may be preserved. To supply the Defects of which, I have been Employed by their Majesties Predecessors, and Encouraged by Ingenious and Noble Benefactors ; and as I have hitherto made it my Business to make those true Figures of our Coasts and Harbours so to serve my Country, I shall not be wanting to give them such Additions and Amendments as I shall find hereafter needful : Wishing you always happy and successful Voyages, and safe Returns, with Prosperity to the Nation and its Forces by Sea and Land, that as we have been hitherto, so we may even be at home Sovereigns of the Seas, and Umpiers of the Differences betwixt our Neighbours abroad, which as it is every good man's Wish, so is it the constant hearty Prayer of

GREENVILLE COLLINS.

Note that in the Year 1685 I found

the Variation at

	D	M
Edinbrough	6	= 00
Aberdeen	6	= 30
Cromertie		
Orkney Isles	7	= 00
Shetland Isles		
1693 at Greenwich	6	= 30

*The same through England to a small matter which
I advise all Seamen to allow in their Courses.*

The

The NAMES of those Persons that Incouraged this
W O R K by Subscription, and Advancing money towards
the Charge and Printing thereof for the Publick Good.

King CHARLES the Second.
King JAMES the Second.
King WILLIAM the Third.
Prince GEORGE.

A.

Earl of Arran, Scotland.
Sir John Ashby Admiral of the Blew.
Sir Samuel Astry, Glostershire.
City of Aberdeen, Scotland.
Mr. Thomas Alcock, Bristol.
Mr. William Anguish, Purser in the Navy.
Capt. Jonathan Andrews, Kenton-Park.

B.

DUKE of Beaufort.
Earl of Berkley Vice-Admiral of the
Blew.
William Blathwaite Esq. Secretary of War.
Arnold Browne Esq. Stepney.
Sir John Barlow, Wales.
John Boscauven Esq. Cornwall.
Capt. James Bonnell, London.
Thomas Baker Esq. Consul at Algier.
Mr. John Bulfinch, Wapping.
Capt Robert Bristol.
Capt. John Bowers, Rotheriff.
Capt. William Bond, Rotheriff.
Capt. Hopfor Bendall, Stepney.

C.

Marquess of Carmarthen.
Earl of Clarendon.
City of Chester.
Capt. John Clements in the Navy.
Sir John Clayton, Parsons-Green.
Capt. Anthony Crow in the Navy.
Mr. Robert Castell, Deptford.
Sir Arthur Chichester, Devonshire.
Capt. Thomas Cole in the Navy.
Capt. James Conaway, Limehouse.
Mr. John Colson, Goodmans-fields.
Mr. Thomas Cullum, London.

D.

Earl of Darby.
Earl of Danby.
Lord Dartmouth.

Trinity-House of Deptford Strond.
William Davies Vice-Admiral of the Red.
Sir Ralph Delaval Admiral.
Edmund Dunmar Esq. Surveyor of the Navy.
Mr. Robert Dawson, Greenwich.
Capt. Robert Dorrell London.
Mr. Samuel Deane, London.

E.

City of Edinbrough.
Mr. Thomas Enys, Penrin.
Capt. Benjamin England, Wapping.
Walter Etrick, Sunderland.
Capt. Thomas Ekins of Silly.

F.

John Flamsteed M.R. Greenwich.
Mr. Joseph Fownes Clerk of the Check
Deptford.
Capt. William Falsby in the Navy.
Capt. John Frost, London.

G.

DUKE of Grafton.
Capt. Christopher Gunman in the Navy.
Sir Thomas Grantham, London.
Mr. John Gayar, London.
Sydney Codolphin Esq. Cornwall.
Capt. Nicholas Goodridge, London.
Capt. Charles Gibson, London.

H.

SIR Richard Haddock Comptroller of
the Navy.
Trinity-House, Hull.
Town of Harwich.
Capt. Thomas Hobson in the Navy.
Capt. Thomas Harlow in the Navy.
Mr. Peter Hallimore, Penrin.
Mr. James Harle, Penrin.
Mr. Benjamin Hatley, London.
Capt. William Heath, Limehouse.
Mr. Robert Henley, Bristol.

I.

SIR Henry Johnson, Blackwall.
Mr. Jeffry Jeffrys, London.

K. Earl

K.

Earl of Kent.
 Sir Peter Killigrew, Cornwall.
 Henry Killigrew Admiral.
 Mr. James Kemp, Penrin.
 Mr. John Kent, London.
 Mr. Philip Keale, Penrin.
 Killingworth.

L.

Sir John Lowther Commissioner of the Admiralty.
 Rowland Langherne Esq. Wales.
 Town of Liverpool.
 Capt. Edward Ledger, London.
 William Lownds Esq. Westminster.
 Mr. Thomas Lane Merchant.
 Mr. Gyles Lytcot, London.

M.

Earl of Manchester.
 Sir Humphrey Mackworth, London.
 Capt. John Marr of Dundee.
 Capt. Thomas Monk in the Navy.
 Mr. Richard Mount Bookseller, London.
 Capt. Erby Montague, Westminster.

N.

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 Sir Dudley North.
 Trinity-House, Newcastle.
 Mr. John Newman, Penrin.
 Sir Walter Norris, Penrin.
 John Nance Esq. Cornwall.
 Town of Newcastle.

O.

DUKE of Ormond.
 Sir Hugh Owen, Wales.
 Arthur Owen Esq. Wales.
 Capt. William Oxton, London.

P.

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 Capt. Peter Pickard in the Navy.
 Samuel Pett Esq. Battersey.
 Sir Philip Parker, Suffolk.
 Capt. Samuel Philips, London.
 Mr. Samuel Parke, Ipswich.
 Capt. Peter Paggon, London.
 Mr. James Pearla Jun. Westminster.

R.

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 Sir George Rooke Vice-Admiral
 Jonathan Rashley Esq. Cornwall
 Sir Robert Robinson in the Navy
 Colonel Jacob Richards
 John Romsey Esq. London
 Sir Paul Rycant, London

S.

Charles Sargison Esq. Commissioner of the Navy
 Sir Henry Shere Kt. Kent
 Sir Robert Southwell, Kings-weston
 Capt. Ralph Sanderson in the Navy
 Capt. George St. Lo in the Navy
 George Spry Esq. Cornwall
 John Sansom Esq. London
 James Sotherne Esq. Secretary of the Admiralty
 Sir Cloudsley Shovel Admiral
 Mr. Nathaniel Symons, Yarmouth
 Joseph Saule Esq. Cornwall

T.

Lord Viscount Torbet, Scotland
 Capt. Richard Travaion
 Sir Jonathan Trelawny Lord Bishop of Exon
 Capt. John Tyrrel in the Navy
 Sir Jos. Tredenham, Cornwall
 Mr. John Tucker, Westminster
 Mr. William Tregea, Cornwall
 Mr. Thomas Taylor, London

V.

John Vivian Esq. Cornwall
 Henry Vincent Esq. Cornwall

W.

SIR Francis Wheeler in the Navy
 Colonel John Windham, Sarum
 Capt. Lawrence Wright in the Navy
 Sir Christopher Wandesford, York shire
 Mr. Willnam Worth, Penrin
 Mr. Thomas Worth, Penrin
 Sir William Williams, Wales
 Mr. Thomas Weedon, London
 Capt. William Wright in the Navy
 Mr. Reeve Williams, London

Capt. Thomas Warren, London
 Capt. Andrew Wardlow, Rotheriff

Y.

EARL of Yarmouth
 Mr. Robert Yates, Bristol
 Town of Yarmouth

GREAT BRITAIN'S COASTING PILOT.

The Explanation of some Marks in the Sea-Charts.



THE Depths of Water are all put down at Low-water on Spring Tydes, as you may see in the Chart going into Foy, Number 17. there you will find that the least water going into that place is three Fathom. But where you find a Line drawn between two Figures, as in the Margent, which is used no where but at such places as there is not three Fathom at Low-water. As for Example; At the going into Rye, as you may see in the Chart, Number 8. there on the Bar you find the Figure 4 above the Line, which sheweth that there is four Fathom at High-water: Then under the Line there is the figure 1, which sheweth that there is but one Fathom at Low-water on a Spring Tide.

But for more exactness, the depths of water on some Bars, where there is but little water, there the depths are set down in Feet at High and Low-water; and to be known from Fathoms, there is the Letter f plac'd by them, as in the Margent, as you may see in the Chart going into Exmouth, Number 14. there you find, as in the Margent, that there is 18 foot at High-water, and 6 foot at Low-water.

Where you shall see a Half-moon, as in the Margent, plac'd by or on any Rock or Sand, it signifieth that such a Rock or Sand is to be seen at the Half-tide; that is, from half Ebb to half Flood, as you may see in the Chart of Falmouth, Numb. 18. There is a Rock in the Harbours mouth, call'd

Falmouth Rock, and hath a Pole on it to shew where it is overflowed, and by it you will see a Half-moon.

Where you shall see an Arrow, as in the Margent, it sheweth that the Tide of Flood, or part of it, running the same way the Arrow pointeth, as you may see in the Chart of the Isle of Wight and Chester-Bar.

It may be expected that I should have given Directions for Sailing from the River of Thames over the Flats into the Downs; and likewise from the River Thames down the Swin and the King's Channel, and so into the Downs: But upon consideration that these Places are under the Care of Pilots, and for the constant supply of them, the Trinity-House of Deptford Strond have taken care that there be a sufficient number of them, both for great and small Ships, I have put the Sands down in the Sand-Chart from the Thames into the Downs, and from the Thames to the Buoy of the Gunfleet, as they were most carefully surveyed by Trinity-House, and all the rest of the Charts is my own Survey.

Directions to Sail from the Downs to the Westward.

Dunginness.

FROM the South Foreland to Dunginness, the Course South west by South six Leagues. Dunginness is a low Beachy-point, on which is a Light-house; this place is very bold, you may keep within nine and ten

B Fathom

Fathom of it close by the shoar. There is good Anchoring on the East side with a westerly wind, if the wind be contrary, and that you should turn to windward from Dover to the Ness, there lieth a Sand called the *Riprap* in the Midway between Dover and the French shoar. The shoalest part of it beareth from Dover south, and south by east, and from *Calis Cliffs* west by south. It lieth in length North east and south west, both ends pointing the English Coast in length about four Leagues, but very narrow; there is on it at Low-water fifteen foot. There lieth another small Sand between this and Dover, called the *Gunman-Sand*, where is but twelve foot at Low-water, and lieth from the South Foreland South about five or six miles, and is not above two miles over; it lieth North east and South west; you have five and six Fathoms close to it all round, and twenty Fathom between it and the *Riprap*.

Rye.

To the westward of *Dunginness* lieth Rye Harbour; it is a Bar-place, but the water riseth three and four Fathom. On the east side, going in, there are two white Beacons on the Beach, which you keep together till you bring the Leadings Marks together, then run in. When you are in the Harbour you will have no less than fifteen and sixteen foot at Low-water, as you may see in the Chart, Number 8. where the going in is so plainly demonstrated, that you need have no other Directions. As you Sail from Rye to *Beachy*, keep not near the shoar, when you come thwart of *Pemsey*; for there lieth a small Stone-bank on which is but eleven and twelve foot at Low-water. The Mark for it is *Beachy* North west, and *Pemsey* Castle North half east.

Beachy-Head.

From *Dunginness* to *Beachy-Head* the Course is West south west about nine Leagues. *Beachy* is a high steep white Chalk Cliff: To the westward of which lieth the seven white Chalkey Cliffs, called the *Seven Cliffs*, and are very remarkable. Some say there lieth a Shoal right off of *Beachy-Head*, but I could not find it; however, it may be a small Spot, and hard to find, therefore the best way is not to come too near it.

Cuckmore Haven.

Cuckmore Haven lieth four miles to the westward of *Beachy-Head*, and is a Bar Harbour, not having above six foot at Low-water, and thirteen and fourteen at High-water. When you are in, you lie dry at Low-water. This place sometimes by storms is stopt up with the Beach, and by great Land-floods is opened again.

New-Haven.

New-Haven is another small Bar-place, and lieth eight or nine miles to the westward of *Beachy*, only fit for small Vessels.

Shorum.

Shorum lieth between six and seven Leagues to the westward of *Beachy*, and is a Bar-place; but better than *Cuckmore* and *New-Haven*: The Bar often shifts. There are Beacons to run in by: when you are in, there is nine foot at Low-water. Here are many good Ships built.

Bright-Hempston.

Bright-Hempston is a Town that standeth by the Sea-side on a Beach. There are many Vessels belong to it, which they heap up with Crabs on the dry Beach. This place lieth four miles to the eastward of *Shorum*.

Arundel.

Arundel lieth ten Leagues to the westward of *Beachy*, and four short Leagues to the westward of *Shorum*, and is a Tide-Haven: where at High-water and Half-flood Ships go in, keeping the West-side aboard; and being in, may there ride afloat. I might have said more of these Bar-Harbours, but I leave it to Coasters, and do not recommend it to Strangers, they being Harbours of little Trade or Resort.

East-barrow-heads.

From *Beachy* to the *Isle of Wight* the Course is West south west eighteen Leagues. When you Sail from *Beachy* to the *Isle of Wight*, you must have a great care of the *East-barrow-heads* and the *Owers*; which lie seven Leagues to the Eastward of the *Isle of Wight*, and four Leagues from the shoar. The *East barrow-head* lieth from *Arundel* south

south by west four Leagues, on which is but ten foot at Low-water, and is about three miles in length south and north, and about two miles broad east and west. A mile north by east from this Bank lieth another shoal called the *Little East-barrow-head*, and is about two miles in length north and south, and a mile broad, having but nine foot at Low-water, and beareth north west from *Chichester* Church-Spire, and two miles to the northward of these lye a small parcel of Rocks, call'd *Kingman-Rocks*, and lye four miles south by west from the going into *Arundel*. You have five Fathom between them and the shoar.

Owers.

The *Owers* lye south south east from *Chichester* Spire, and four Leagues from the shoar, and about four long Leagues or five Leagues east from *Benbridge* Point on the *Isle of Wight*; there length is north east and south west, about three Leagues, and about three miles broad in the middle, and narrow at each end, and dry at Low-water. There lieth another shoal on the inside of this, the north end of it dries at Low-water: Between which and the shoar is another Shoal lying in length as the *Owers* do, called the *Mixens*, and lieth from *Selsey* Point about two miles south. There is a Channel between the *Owers* and the *Mixens*, but it being of no use but to those that are very well acquainted, I will not give any Directions to Sail through them, nor within them. There lye some other Banks within them, which I forbear to speak of them. The only and chief end of my business is to give good Directions how to avoid these shoals, that have proved so fatal to many Ships. There are very good Marks to avoid them, if you keep *Dunnose* west, you run a good brith without them; there is twelve Fathom water close to them; keep in eighteen Fathom and you will not be in any danger of them. The great reason why so many Ships have fallen in on these Shoals, is the great Indraught of the Tide setting strong into *St. Helens* eight hours or more; the latter part of the Flood sets into *St. Helens*. My advice is, That when you are near this place in the night time, or thick weather, to be very careful, and keep your Lead well: In little Wind or Calms you shall be drawn in here to admiration, by the strong Indraught, which if you find, Anchor in time.

Chichester.

To the eastward of the *Owers* is the going into *Chichester*, and very difficult; therefore I advise none but them that are acquainted to go in there without a Pilot.

Directions for Sailing into the East end of the Isle of Wight, called St. Helens.

Coming from the Eastward, come no nearer the *Owers* then eighteen Fathom water, and keep the *Culver* Cliff or *Swan* Cliff west north west, which is a high steep white Chalkey Cliff, as you may see in the making of the Lands, Number 35. and is two miles from *Benbridge* Point, which is the easternmost Point of the Island. Being come within a League of the *Swan* Cliff, or thereabouts, then steer in for *St. Helens*, and have a care of the Spit that lieth away to the eastward from *Benbridge* Point; when the *Swan* Cliff is hid behind *Benbridge* Point, then are you within it, as you may see in the Chart, Number 9. you may run over this Spit in five and 6 Fathom water. If you will Anchor in *St. Helens* Road, bring *St. Helens* Church west south west, and Anchor in five, six, seven, or eight Fathom water. There is a small *Owsey* Bank in *St. Helens* Bay, which hath but fourteen foot at Low-water on it, and is called the *Warner*, which beareth N. E. from *St. Helens* Church. Being in *St. Helens* Road, and that you would go in for the *Spithead*, you will see a leading Mark, which is *Gilkicker*, a white Tower by the Sea-side and *Stoke-Church*, one in the other; but the best of the Channel, between the *Horse* and *Nomans* Land, is to keep the said Church just open to the southward of *Gilkicker*, and Anchor at the *Spithead*, bring the small Village called *Ryde* by the Sea-side on the *Isle of Wight* to bear west south west, and *Gilkicker* north west, then you may Anchor in the best of the Road, at the *Spithead*, which is a very good Road, and clean Ground, where the Royal Navy many times ride. The *Horse* is hard Ground, and in some places not above seven foot water at Low-water; when the great white Patch on *Portsmouth* Down is on south *Sea-Castle*, then are you within it; keep *Portsmouth* Church-steeple on a small Redoubt which is like a Dove-house, and standeth on the East-side of *Portsmouth*: these two in one will carry you close by the *Horse*

St. Helens
Road.

Spithead.

To Anchor at the *Spithead*.

Marks for the *Horse*.

How Ships are lost on the *Owers*.

Horse in five and six Fathom water. The eastward part of this great Bank is called the *Dean*. When the Wind-mill on the *Isle of Wight* beareth south west by west, then are you abreast the *Buoy of the Horse*.

Nomans Land.

Nomans Land. The Thwart-Mark for the Spit of *Nomans Land*, is to bring the Wind-mill on the *Isle of Wight* between the south west and the south west by west, then will the said Mill be just over a square Field by the Water-side; which said Mill, if you keep sight of it, will carry you clear of *Nomans Land*; but if the Mill is hid by the Land, then will you run aground on the said Spit. This Mark will carry you up into *Cowes Road*: But for Anchoring in *Stoaks-Bay*, going up into *Hamton* water, or to Sail up to *Yarmouth*, I refer you to the Chart, which is so plain, that there needs no Directions. If you have occasion to turn from *St. Helens* into the *Spithead*, have a care of *Nomans Land*, which is steep too; you will have twelve Fathom, and next Cast a shoar; but on the *Horse* you may stand into eight or nine Fathom, and turn the Church a little open of each side of *Gilkicker*. There are several other Marks in the Chart, which I refer you to, that I will not mention, as being needless. All within the *Isle of Wight* is good safe Anchoring.

How to Sail out of the Needles. Being in *Yarmouth Road*, and that you would Sail out of the *Needles*, steer away for *Hurst Castle*, which place is very steep; being past the Castle, steer away for the *Needles*, which are sharp white Rocks; giving a birth to some Rocks that lye off from the Island side, in the fair way between the Castle and the *Needles*, you must keep close to the *Needles*. The Tyde of Ebb setteth on the *Shingles*, which are hard Stones. The Flood setteth on the *Needles*.

How to Sail into the Needles. To Sail into the *Needles*; you will know the going in by the high white Land which is the west end of the *Isle of Wight*; run boldly in with the Land, till you see the *Needle Rocks*, and then keep close to them, observing the Tydes, as in the Directions coming out. Note, that there is a strong *Indraught* that sets in at the *Needles*, and into *Pool*; which *Indraught* hath hauld many Ships into *Fresh-water Bay*. But I think it, and I am very sure, that no Ship can run ashore in *Fresh-water Bay*, if they did but mind the Lead; the neglect of which

hath been the loss of many Ship. Keep in five and twenty and thirty Fathom water, and you need not fear the *Indraught* of the *Wight*.

Christ-Church.

Christ-Church is a Bar-place, where small Vessels run in at High-water. This place lieth seven miles to the westward of *Hurst Castle*.

Pool.

Pool is a Bar-Haven, and lyeth five Leagues to the westward of the *Needles*, or *Isle of Wight*, where Ships Sail in with a High-tyde. There is good Anchoring in *Studland-Bay*, which lieth between the Entrance of *Pool Haven* and *Studland Point*; and *Sandwich-Bay* lyeth between *Studland Point* and *Peverly Point*, where is good Anchoring for westerly Winds. I have not as yet survey'd *Pool Harbour*, but 'tis intended God-willing.

From *Peverly Point* to the westward the Land is high, and is called the *High-land of St. Albans*. About two Leagues or more to the westward of *Peverly Point* is *Kembredg Ledge*, and lyeth off from the shoar south by east into the Sea a mile and half off, and hath at that distance but six foot at Low-water, and three quarters of a mile off thirteen foot, and a mile off four Fathom. There is another Ledge that lyeth right off from *St. Albans-head*, about three quarters of a mile off shoar, and hath but twelve foot at Low-water, and lyeth between *Kembredg Ledge* and *Peverly Point*.

Lulworth.

Four Leagues to the westward of *Peverly Point* is a small Cove called *Lulworth*, where small Vessels may Ride.

Portland Road.

Portland Road is a most excellent good Road for westerly and southerly Winds, very good holding clear Ground. As you Sail into *Portland Road*, you must have a care of a Shoal called the *Shambles*, which hath but fourteen foot water at Low-water, as you may see in the Draught of *Portland*, Number 12. Bring *Weymouth Castle* just on the eastward part of *Portland*, and that will bring you just on the edge of it in three Fathom and a half; then will the Bill of *Portland*

Portland bear west by north: But if you keep the said Castle and Point a Sails breadth open, it will carry you clear. You may Anchor in *Portland* Road from five Fathom to ten Fathom, bringing the eastward part of *Portland* to bear south and south by east, and south south east. You may Sail close by the Land of *Portland* from the Bill into the Road.

Waymouth.

Waymouth is a Bar-Haven, where at Low-water there is but six foot, and the Tydes rise but six and seven foot on a Spring; within the Bar is a small Hole, where there is nine foot at Low-water: and those Vessels that lye by the Keys before the Town, lye dry at Low-water. There is good Riding in *Waymouth* Road.

Race of Portland.

The *Race of Portland* is a great Ripling of the Tydes, caused by the unevenness of the Ground at the bottom, called *Overfalls*; and when the Sea is high, and the Tydes strong, it breaketh in great Seas, and one that is a stranger would think that there were shoal-water. This Ripling or Race beginneth a mile to the westward of the *Bill*, about a mile and a half or two mile off; and runneth to the eastward as far as *St. Albans*.

There is good Anchoring to the westward of *Portland* for easterly Winds.

Lime.

Lime, a small Peer called *Lime-Cobb*, where Vessels lye aground at Low-water. This Place lyeth six or seven Leagues to the westward of *Portland*.

Exmouth-Bar.

Exmouth-Bar lyeth fifteen Leagues to the westward of *Portland*, and three or four Leagues to the northward of *Torbay*; the going into this Place is very narrow, having Rocks on the east side, and Sand on the west side. At Low-water there is but six and seven foot on the Bar; but at High-water sixteen and eighteen foot water. Here are always Pilots ready to come off; and I advise no man to venter into that Place without a Pilot. Being over the Bar, there is a Place called *Star-Cross*, where Ships commonly ride afloat in ten and twelve foot at Low-water.

But such Ships as go up to the Town of *Topsham* lye aground at Low-water, from whence

their Goods is carried up in Lighters through Sluces to the City of *Exon*.

Exon.

Tinnmouth.

Tinnmouth lyeth between *Torbay* and *Exmouth*, and is a Tyde-Haven where small Vessels use; and had formerly a great Trade to *Newfoundland*.

Torbay.

Torbay is a large Place, very good and clear ground to Anchor in, especially for westerly and southerly Winds, provided they be not to the eastward of the South. You may Anchor so far, as to bring the *Berry* south south east. Here are two Peers in this Bay where small Vessels lye aground, *Brixham* on the south side, and *Tarkey* on the north side. Here the Royal Navy rides in safety.

Dartmouth.

Dartmouth lyeth two Leagues to the westward of the *Berry* or *Torbay*; the going in is very narrow between two high Lands; in the narrow it is but just a Cables length over. On the west side is a Castle, and on the east side a Block-house. The going in and out at this Place is very dangerous, except the Wind blow right in, which are southerly Winds: for if the winds be either easterly or westerly, then the high Lands which lye off each side, cause Overflows and Calms, sometimes blowing in, and presently right out again, which hinders a Ship in turning in and out, by putting them astays un-awares. There are always Boats ready to come off, which are good Boats to row, and are called *Two-boats*, and are very serviceable in towing ships in and out, and to tow them a-stays; without which Boats it is very dangerous going in and out. The northerly Winds blow right out, and the southerly Winds blow right in; but the easterly and westerly Winds blow with Flaws and Calms in and out. Being in, it is a most excellent good Harbour, and can contain the Navy Royal.

There is good Anchoring without the Harbour mouth in the Road, called *Dartmouth-Range*.

From *Dartmouth* to the *Start* there is a Bay, and the shoar bould, only there lyeth a small Rock half a mile or more off of the *Start*. The *Start* is a low ragged Point rising from the Sea high into the Land.

From the *Start* to the *Praul* the Course is west north west, about a little League; and

C from

from the *Praul* to the *Boulthead* west north west, two miles. Between these two Heads is the going into *Salcomb*, which is a Bar-Harbour, on which there is nine foot at Low-water, and four Fathom at High-water, and more. Being in, there is very good Anchoring in the *Bagg* at three, four, and five Fathom water at Low-water. The *Boulthead* is very high Land. The Entrance into *Salcomb* is very narrow between the *Old Castle* and the *Black Stone*, being not above three quarters of a Cables length over, as you may see in the Chart, Number 6. The *Black Stone* showeth at Low-water, or the last quarter Ebb. It floweth here at Full and Change at six of the Clock.

Plymouth.

Plymouth lyeth between the *Start* and *Ramhead*, where is a large Sound, called *Plymouth Sound*, and lyeth a mile to the eastward of the *Ramhead*. Here is a sunk Rock in the Sound, called the *Shovel*, where is but sixteen foot water at Low-water, as you may see in the Chart of *Plymouth*, Number 16. the west side of it is the best sailing in. The common Mark for to Anchor in the best Ground in the Sound, is to bring *Mount Edgcomb-house* just open, and *Withy-hedge* right up and down, as you may see in the Chart on the east side. There lyeth another Rock near the *Shagstone*, called the *Tinkers-shears* or *Swiftsure*, and hath seventeen foot at Low-water.

Catwater.

Catwater is a good Place, where Ships ride that are bound to the westward; going in, there lyeth a *Buoy* against *Mount Batten*; you Sail in close by the west side of the *Buoy*: Being in, you must haul out a good Anchor well over to *Mount Batten* side; for want of so doing many Ships have drove ashore on *Catdown* side. There is a Place within the *Cittadel* and *Barbican*, called *Sutton Pool*, where Ships lye aground on soft *Oaze* at Low-water, by the *Keys* side before the Town of *Plymouth*.

Ham-Oaze.

Ham-Oaze is a Place where Ships ride that are bound to the eastward. To Sail into *Ham-Oaze*, you must give the Island a great birth, keeping in the fair way between the Island and *Mount Batten*, till you have opened *Mount Edgcomb* within the Island; then

stand away with *Mount Edgcomb* between the Island and the Main, giving a birth to *German-Rock*, which lyeth on the Starboard side going into the *Narrow*. You must have a care that you do not go in here when the Tyde of Ebb is made strong out, for it will set your Ship ashore on *Mount Edgcomb* side. There lyeth a *Ledge* off from *Passage-Point* going into *Ham-Oaze*, of which you must have a care: being in, you may Anchor where you please. Just above *Froward-Point* is a most excellent Dock and Yard, built for the use of the Navy. Ships may Anchor between the Island and the main Close under the Island. *Talme-water* is a place where is two and three Fathom water at Low-water, but very seldom made use of; it floweth here at Full and Change east by north.

Eddy-stone.

The *Eddy-stone* lyeth south south west from *Plymouth-Sound*; the north west part of it is above water (at a high Spring-tyde) about six or seven foot high; the north west side is bold and steep, but the south south east part of it is foul about half a mile at Low-water; there are several Rocks show themselves above water. This Rock lyeth from the *Start* west a little southerly, and from *Ram-head* south by west. A little westerly, about three Leagues or rather more from *Ram-head*, you have twenty Fathom water close by *Ram-head*; and between the Head and the *Eddy-stone* thirty five and thirty six Fathom water; and in the Stream of the *Eddy-stone* forty Fathom. Keep without forty Fathom water, and you cannot come foul of the *Eddy-stone*. It is High-water here at the *Stone* when it is High-water at *Plymouth*; from the *Start* to the *Lizard* in the *Offing*, it floweth half Tyde, that is, south east by east: It is half Flood at *Plymouth* before the Flood getteth to the eastward in the *Offing*.

Loo.

East and *West-Loo* are two small Towns, which lye three Leagues to the westward of *Ram-head*; you may know the Place by a high Island that lyeth a little to the westward of the going in to the Harbour, which is a Bar, where are many small Vessels and Fisher-boats, which lye dry at Low-water: you have at High-water commonly ten foot going in; you may Anchor before the Town in a wild Road.

Directions

Directions for Sailing into Fowey or Foy.

FOR lyeth four Leagues north east from the *Deadman*, and two miles to the westward of a great Bay called *St. Blazey-Bay*, *Predmouth-Point* being the west side of the Bay. There lyeth a Ledge of Rocks south east about half a mile from the said Point, called the *Canneys*, and shew themselves above water at half-Tyde: there is but seven and eight foot water within them at Low-water. From these Rocks to the going into *Foy* the shoar is bold. Keep the *Deadman* without the *Winhead-Rock*, and it will carry you clear off the *Canneys*.

Foy.

Foy may be very easily known, lying in between two high Lands; on the west side the going in, is an old Church and Castle, and on the east side the Ruins of an old Church, as you may see by the making of it in the Draught of *Foy*, Number 17. The going in is a Cables length over from side to side, and no danger; when you are in, you may Anchor before the Town, or run up above the Town. In the time of the *Dutch War*, in the Year 1666. there was above sixty Sail of *Virginia* Ships put into this Harbour. This Place lyeth north east and south west in and out, which makes it a better Outlet to the westward than *Plymouth* or *Falmouth*. And whereas it hath been reported to be a Bar-Harbour, and that you cannot enter till half Tyde, I do assure you that there is no less than three Fathom at Low-water at a Spring-tyde: here you may lye ashore to Wash, Tallow, stop Leeks. The Spring-tides rise and fall sixteen and seventeen foot; and it is High-water here at Full and Change half an hour past five. There is good Anchoring in the Road without the Harbour, from five to ten Fathom water, but without that Depth foul Ground.

Deadman.

Deadman. The *Deadman* is a high Bluff-head, and lyeth south west four Leagues from *Foy*, and north east by east seven Leagues from the *Lizard*, and three Leagues from *Falmouth*. North east from the *Deadman* lyeth a big Rock above water, called the *Winhead-Rock*, and lyeth three miles from the *Deadman*;

and a mile from the nearest shoar. Small Vessels that are well acquainted Sail within this Rock.

St. Blazey-Bay.

Between the *Deadman* and *Predmouth-Point*, by the going into *Foy*, is a large deep sandy Bay, called *St. Blazey-Bay*. From the *Deadman* to *Falmouth* the Coast is bold; and close by the shoar, between the *Deadman* and *Falmouth*, lyeth a Rock above water, called the *Gull-Rock*.

Directions for to Sail into Falmouth Harbour.

Falmouth lyeth between the *Lizard* and the *Deadman*, and may very well be known by *Pendennis* Castle, which standeth on a Hill on the west side of the Harbours mouth, as you may see by the making of it, in the Draught of *Falmouth*, Numb. 18. There is a Rock which lyeth in the Harbours mouth, and lyeth nearer the west shoar than the east shoar; this Rock is called *Falmouth-Rock*, and sheweth it self above water at half-Tyde; there is a Pole plac'd on it, to shew where it lyeth when it is under water. You may Sail in and out of either side of this Rock; the east side is the best. Being past the Rock, and that you would Anchor in *Carreck-Road*, which is the Place where great Ships ride, you may Sail up in the fair way, keeping your Lead; for there is a narrow deep Channel which hath eighteen Fathom water all the way up to *Carreck-Road*; you may borrow on *St. Mawes* side in five and six Fathom water: the west side is shoal. Being past about *St. Mawes* Castle, there lyeth off from the east shoar a sandy Bank, and is very steep too, and lyeth almost half Channel over from the east shoar. The best Anchoring in *Carreck-Road* is to bring *St. Mawes-Castle* east north east, laying your eastward Anchor in eighteen Fathom, and your westward Anchor in four and five Fathom, as you think convenient. But if you would Sail up in *St. Just-Pool*, which is the best Place in all the Harbour, then keep near the west shoar, or *Trefusis-Land*, and then stand over into *St. Just-Pool*, between *St. Mawes* Sand and the middle; you may run up by your Lead, borrowing on either side no nearer then six Fathom water more or less,

less, according to the bigness of your Ship. Note that you are not so ready to Sail from *St. Just*, as you are from *Barwick-Road*.

From *St. Just-Pool* you may Sail to *Turner-ware Point*, keeping close by the east shoar, where you will have two Fathom at Low-water, and five at High-water. Being come up to the Point of *Turner-ware*, give the Point a distance to avoid a Shoal that lyeth off from it: being above the said Point, you may Anchor any where between *Turner-ware* and *Mopass* in great safety: but such Vessels as go up to *Truro* take the Tyde, and there lye dry at Low-water. You may lay up a great Fleet of great Ships between *Turner-ware* and *Mopass*.

Truro.

To anchor before the Town of *Falmouth*.

If you will Anchor before the Town of *Falmouth*, and that your Ship draweth above twelve foot water, you must not go over the Bar at Low-water (which lyeth between *Trefuses-land* and *Pendennis*) but must take the Tyde with you, and Anchor before the Town. Against the Rock is three Fathom at Low-water, and above and below it there is two Fathom and a half at Low-water. Those Vessels that go up to *Penryn* must take the Tyde, where at Low-water they lye dry by the Keys side.

A good place to load or unload.

If any Ships have occasion to haul ashore to wash, tallow, stop leaks, or load or unload Goods, *Sir Peter Killigrew* hath been at very great Charges in building a very good, convenient and safe Mole or Peer, where are Keys with Cranes, and good Store-houses or Ware-houses, to load or unload Goods, the Ships lying by the Keys side close by the Store-house. Many *Virginia* Ships have here unloaded their *Tobacco*, and is very convenient for that purpose. The Tydes rise and fall here at a Spring Tyde eighteen and twenty foot, and twelve and fourteen at a Neap-tyde. It floweth here at Full and Change five hours and a half. There is a small Place called *St. Mawes-Road*, where small Vessels ride before *St. Mawes Town* in two and three Fathom at Low-water.

St. Mawes Road.

Manacles.

Manacles.

In failing in and out at this Place, and that you come from the westward, or are bound to the westward, you must have a care of the *Manacle-Rocks* which lye south by west from the mouth of *Falmouth Harbour* two Leagues, some of them lye above water, and some under water, and lye about three miles east away from the Land into the Sea. You may Sail out of *Fal-*

mouth to carry your self clear of them south by east; but with the Tyde of Ebb you must steer south south east, and south east by south.

Helford.

Helford lyeth between *Falmouth* and the *Helford*. *Manacles*, it is an open Sound and lyeth west in: as you Sail in and out keep in the fair way, but more to the south shoar than the north, the north being foul Ground some distance off. Being in, you may bring *Mannan Church* N. N. W. or N. W. and anchor in three Fathom and a half at low-water, and two Fathom, according as your Ship is big. A little to the eastward of *Helford Town* lyeth a Bar, the best of it is by the south shoar, where is nine foot at low-water, and the same depth before the Town, where small Vessels lye. The going in to this Place may very well be known by *Mannan Church*, which standeth on a Hill on the north side, as you may see in the Draught of *Falmouth*, &c. Right off from the Point of the *Lizard* lyeth a parcel of steeped Rocks above water, called the *Staggs*; they lye off south from the shoar into the Sea, about a short mile off; they are steep too: you shall have twelve Fathom close to them.

Staggs Lizard.

Directions for Sailing into Mounts-Bay.

Mounts-Bay lyeth north west from the *Mounts-Bay*. *Lizard* six Leagues, and three Leagues from the Lands end. On the east side of *Mounts-Bay* is a high pecked Island, called the *Mount*, on the top of which is an old Castle, and on the north west side of the *Mount* is a small Peer, where small Vessels lye aground at low-water, and lyeth from the Main about a quarter of a mile: you go over dry at low-water.

Eglandkey.

Eglandkey are a parcel of sunk Rocks, which lye south east about two or three miles from the *Mount*, and about a mile from the west shoar; there is not above eight or nine foot on them at low-water.

Penfance.

In the north west of this Bay is a small Peer

Peer, called *Penfance*, where small Vessels lye aground at low-water.

Govers-Lake.

Govers-Lake.

On the west side of *Mounts-Bay*, over against the *Mount*, is a Bay called *Govers-lake*, and is a good Place to Anchor in, because you bring the sunken Rocks of *Carrenbase* and *Lowleigh* south east from you, which Rocks break off the Sea, on which there is but four and five foot at low-water; they lye about a quarter of a mile from the west Land, and bear from *St. Paul's Church* north west by west, and west north west. To Anchor in *Govers-lake* you must bring *St. Paul's Church* south west by south, and *St. Clement's Island* south and south by east, and *Penfance* north, and you will have four and five Fathom water at low-water on a Spring tyde. Keep *St. Paul's Steeple* above the Land, (that is) that you keep sight of it, and then you will run without *Lowleigh* and *Carrenbase*, that is, you will go to the eastward of them.

To anchor in Govers-Lake.

Moufchhole.

Moufchhole.

There is a small Peer at *Moufchhole*, but now gone to decay.

To anchor in Mounts-Bay.

You may Anchor in *Mounts-Bay* as you please, from twenty to seven Fathom water, as you may see in the Draught, Number 27.

It floweth here at Full and Change half an hour past four, that is, east north east. The Spring-tydes rise eighteen and nineteen foot.

Rundle-Stone.

Rundle-Stone.

From *Mounts-Bay* to the *Lands-end* the shoar is bold; and a mile, or a mile and a half due south from the *Lands-end*, lyeth a Rock called the *Rundle-stone*, and sheweth above water from half Ebb to half Flood, and then under water there is twenty Fathom water between the *Lands-end*, and this Stone.

Gulff-Rock.

Gulff-Rock.

The *Gulff* is a small Rock, and always above water, and lyeth from the *Lands-end* south west three Leagues; this Rock is steep too on every side, and is no bigger then an ordinary *Long-boat*: Keep the outward part of the *Longships* on the *Brizan Island*, and that will carry you just on the *Gulff*. There is forty Fathom water within a quarter of a mile of it.

Long-Ships.

From the *Lands-end* to the *Long-ships* the Course is north west by north two Leagues. These Rocks are high above water, and lye in length west two miles from the Land; it is all foul Ground between them and the Land; yet I have been told that small Vessels that are well acquainted will Sail within them. To the northward of them is a small Bay, called *White-sand-Bay*, where small Vessels and Coasters anchor.

Brizan-Island.

From the *Long-ships* to the *Brizan-Island* the Course is north north east, about five or six miles. This is a high small round Island, and lyeth to the westward of *Cape Cornwall* a mile from the shoar. Them that are well acquainted Sail within the Island.

Seven-Stones.

Seven-stones are a parcel of Rocks that lye from the *Brizan* and *Cape Cornwall* west half south, about six or seven Leagues, and shew themselves above water at half Tyde; they lye in length north west and south east about two miles, and half a mile broad: they bear from *St. Martin's-head* at *Scilly* north east three Leagues, and are very dangerous.

The first place of the beginning of the Flood in the West of *England*, is at the *Longships*, which Place divides the Stream, one setting to the northward, and the other to the southward. At Full and Change the Flood begins east north east, and sets nine hours to the northward: And from the *Longships* to the *Rundle-stone* and *Gulff*, the Tyde setteth south east three hours, that is, it is high-water by the shoar, before the Flood setteth to the southward.

At the *Seven-stones*, and between *Scilly* and the *Lands-end*, the first of the Flood setteth north west, and endeth in the north east nine hours; and the Stream beginneth to set to the southward at high-water, which is east north east ashoar.

It is high-water at the *Gulff* at Full and Change east north east, and the Tyde setteth to the eastward till half Ebb ashoar. And when it is half Ebb ashoar at *Mounts-Bay*, then the north stream begins in the north west, and ends in the north east nine hours, till it is high-water ashoar.

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Directions

Directions for Sailing in and out at the several Sounds at the Islands of Scilly.

THese Islands lye to the westward of the *Lands-end* of *Cornwall* nine or ten Leagues, and are many Islands and Rocks, you may see them six and seven Leagues off the south west: Part of these Islands are very Rocky, but are bold. On the southernmost big Island there standeth a high *Light-house*, erected by the Corporation of *Trinity-House*, *Deptford-Strand*, and is a most excellent good Light, and may be seen six and seven Leagues off. Before this *Light-House* was erected, there was not a Winter but there were some Ships cast away: but since the erecting of it, there hath not a Ship been lost, but by Ignorance; so that Navigation is much obliged to the great care of *Trinity-House* in erecting this Light.

St. Mary's Road.

How to
Sail into
St. Mary's
Sound.

The principal Road is *St. Mary's Road*, and the best and most common Sound to go in to it, is *St. Mary's Sound*, between *St. Mary's Island* and the *Island Gugh*. Being to the eastward of the Island, you must run in at the south side of *St. Mary's*; you may know *St. Mary's Island* by the Castle and two Wind-wills, which stand on the south west part of the Island; run boldly in with the Mills, keeping close by *St. Mary's* side, which is very bold. In the fair way between *Penmis Point* and the *Gugh*, lyeth a Ledge of Rocks, called the *Spanish Ledge*, on which is but six foot at low-water, therefore keep close to *Penmis*, and then steer away for the *Hughland*, on which stand the Castle and Wind-mills, giving them a fair birth to avoid the *Woolpack*, which is a sunk Rock close by the south end of the *Hugh*. You may boldly Sail within a quarter of a mile of the *Hugh*, from the *Woolpack* to the *Stewern*, and that will carry you clear of *Bartholomew-Ledge*, which hath but six foot water at low-water, and lyeth south south west from the *Stewern*, about half a mile; between the *Stewern* and the *Gugh*, when you have the *Light-House* south west by south, then are you abreast of it. There are two leading Marks to avoid the *Spanish Ledge* and *Bartholomew Ledge*; keep the high Land of *Sampson* on the *Stewern*, and that will carry you clear of the *Spanish Ledge*; and

Spanish-
Ledge.

Woolpack.

Bartholomew-
Ledge.

being past it, then keep *Castle Bryer*, which is a high round Rock, on the low-land of *Sampson*, and that will carry you clear of *Bartholomew Ledge*. But if you are not sure of knowing these Marks, I advise you to your former Directions of keeping a quarter of a mile from the *Hugh*, or if you keep sight of the Vanes of the Wind mills, but not the Mills, that is, keep sight of half the Vanes above the Land, and that will carry you between *Bartholomew Ledge* and the *Stewern*. If you will fire a Gun, and make a Whaff, you will have a Pilot come off. Being about the *Stewern Rock*, steer in to the Road, and bring the *Nut Rock* west north west, or north west by west about half a mile from the Rock, or a quarter of a mile; or bring the Castle south south east, and anchor in five Fathom water at low-water, or seven or eight at high-water. Here you ride well for all Winds but south west Winds, which Winds bring in a great Sea. It floweth here at Full and Change east north east.

How to
Anchor in
St. Mary's
Road.

There is a small Peer at the *Hugh Town*, Peer, where small Vessels lye aground at low-water, and is a good place to clean, wash, tallow, or stop leaks, &c.

Crow-Sound.

Crow-Sound lyeth at the north end of *St. Mary's Island*, and is a Bar-Channel, where at low-water there is not above four foot water, therefore to Sail in here you must take the Tyde. To Sail into *Crow-Sound*, you must Sail close by the north end of *St. Mary's*, off of which place lyeth a Sandy Point, and maketh the Bar. Being over the Bar, there lyeth a Rock a quarter of a mile from the shoar, called the *Crow*, and is above water at half Tyde: between it and the shoar is no more then six or seven foot at low-water. To Sail between this Rock and the shoar, you must keep within half a quarter of a mile of the shoar, or a Cables length. But I advise no Man to go into this Place without a Pilot, except well acquainted. If you fire a Gun, and make a Whaff, you will have a Pilot come off.

Crow-
Sound.

Broad-Sound.

Broad-Sound is a dangerous Sound for those that are not acquainted. There are two Channels that lead you into this Sound, the south west Channel, and the north west Channel

Broad-
Sound.

Channel. To Sail in at the south west Channel, which is the best of the two, you must Sail in between the *Bishop* and the *Crim*, which are the two westernmost Rocks of *Scilly*, and are a good height above the water, then steer in north east by east, keeping the Islands of *Great Gannelly* and *Great Gannick* open and shut of *St. Mary's* Island, as you may see in the Draught of the Islands of *Scilly*, Number 20. and with this Mark you run in amongst many Rocks very terrible to behold, and the Marks difficult to be known; therefore I advise none to Sail in here without a Pilot from the Island.

Smith's-Sound.

Smith's-Sound.

Smith's-Sound is likewise a dangerous Sound, and very narrow. This Sound lyeth on the west side of the Island *Agnis*, on which standeth the *Light-House*. The Mark to Sail in is to bring *Castle-Bryer*, which is a high round Rock above water on the *Great Smith*, as you may see in the Draught; and this Mark will carry you in between *St. Agnis*, *Melledgan*, and a small Rock called *Menpingo*, and being between the Island *St. Agnis* and the Island *Annet*, steer then between *Annet* and the *Great Smith* Rock; being about the Rock, steer in for *St. Mary's* Road, as before.

New Grimsbay.

New Grimsbay.

New Grimsbay is a Road, or rather a small Cove between the Island of *Tresco* and the Island *Bryer*; there is no danger in going in. This Place is narrow, and only fit for small Ships. You Anchor before the Castle in five, six, or seven Fathom water. At low-water it is dry between *Tresco* and *Bryer*.

Old Grimsbay.

Old Grimsbay.

Old Grimsbay is a Place where small Vessels may ride. There are two Channels in and out, and very narrow, and not to be made use of except you have a Pilot.

It is high-water at all the Islands of *Scilly* at Full and Change, half an hour past four, that is, east north east. The Spring-tydes rise and fall 21 and 22 foot, and the Neap-tydes fifteen and sixteen foot.

The Tyde or South-stream setteth out of *St. Mary's* Sound from half Flood to half Ebb.

The west stream cometh into *St. Mary's* Sound from half Ebb to half Flood, and runneth out through *Broad-Sound*.

Note that about *Scilly*, and for six or seven Leagues to the westward of it, and from the Islands to the *Lands-end* of *England*, the North-stream runneth nine hours to the North northward, and beginneth to set to the northward the last quarter Ebb, beginning to set to the north west, and so altering till it end in the north east, at which time it will be high-water alhoar at *Scilly*, and then the South Tyde cometh and runneth three hours to the southward.

You may see the Islands of *Scilly* from the south in sixty Fathom water, shelly, sandy Ground, at which time you will be six or seven Leagues of; and from the north in sixty Fathom, about six or seven Leagues of owley sandy Ground. Twenty one or twenty two Leagues west by north and west north west from *Scilly*, is a Bank on which is but fifty, fifty one, and fifty two Fathom water, and between *Scilly* and this Bank sixty Fathom.

Directions for Sailing up the Severn into Bristol.

St. Ives.

St. Ives is a Place where Vessels lye a-ground at low-water, and is four Leagues to the eastward of *Cape Cornwall*, in a sandy Bay.

Lundy.

Lundy is a high Island which lyeth in the *Severn*: at the east side of it is good Anchoring in ten and twelve Fathom water for westerly Winds.

Barnstable.

Barnstable is a Bar-Haven, where good Ships may go in at half Flood. There are many Ships belong to this Place: It is very good riding in the Bay without the Bar. This Place is not yet surveyed by me, but I intend it God willing, &c.

Going up the *Severn*, you cannot miss the *Isle of Lundy*, it lying in the fair way. The *English* Coast is bold and steep, but the *Welsh*

Welch Coast full of Sands and Shoals; you may sail off either side of *Lundy* but stand no farther than 3 Leagues from *Lundy* towards the *Welch Coast* to avoid the Sands: from *Lundy* steer along the *English Coast*, till you come up as high as *Purlock* or *Minehead*, and then steer away north east between the *Steep Holmes* and the *Flat Holmes*: the south Island next the *English Coast* is called the *Steep Holme*, and is high round Land; the north Island is low Land, and is called the *Flat Holme*; there is deep water between them; keep nearest the *Flat Holme*, which is the steepest side; you may sail close to it without any danger. Being up with the *Flat Holmes*, steer away to the northward till you bring the *Flat Holme* south west, and keep it so for three or four miles, till you have a Mill that standeth on a Hill comes on the west end, a Land that sheweth like an Island; or bring the Mill south east by south, then you are past the Point of the *English Ground*; then steer away east north east on the side of the *English Ground*, which are flat, and keep the Lead going. The Tydes rise here at a Spring seven and eight Fathom; so if you bring a Tyde with you, you cannot come to any damage; and steer away to *Poslet Point*, which is steep too. A little above that is *King's Road*, where you Anchor; but be sure when you Anchor at high-water, that you consider how much the Tydes fall. Here you take a Pilot to carry you into *Hung-Road*, and so up to *Bristol*.

Hung-Road.

Hung-Road.

Hung-Road is a Place where great Ships lye afloat by the shoar side, and there Carreen, having no Dock. Lesser Ships go up to the City of *Bristol*.

Those Ships that have occasion to go above *King-Road* up the *Severn*, or up to *Chepstow*, must take a Pilot. Note that the Tydes are very strong in all the *Severn* from *Milford* to *King-Road*. There are several Places on the *Welch* and *English* sides of the *Severn*, but being Places only for small Vessels. And such as are acquainted, I advise such as have occasion to make use of them, to take a Pilot. In going up and down the *Severn*, you must be very careful to keep the Lead when you stand over to the *Welch Sands*.

Minehead.

Minehead is a Stone Peer, where small Vessels lye aground: Here Ships that are not acquainted, may have a Pilot for *Bristol*. You may Anchor in the Road before *Minehead*.

The Draught of the *Severn* is not so well finished as was intended, by reason the Ingraver lost the Original Copy.

If any Ship that may be bound up the *English Channel*, and should happen to come up the *Severn*, and have not a Wind to get into the *English Channel*, then I advise them to go for *Milford*. See the Directions for *Milford*.

Directions for Sailing into Milford-Haven.

Milford-Haven.

Milford-Haven is very easily to be known, having the Island of *Scoccam*, *Scannore*, and *Gresholme* on the west, and the Isle of *Lundy* to the east. You may know the going in by an old Light-Tower which standeth on *St. Anns Point*: likewise you will see two old Stone-Blockhouses or Forts which stand on each side on the Cliffs going in; likewise *Sheep-Island*, which lyeth just at the Entrance on the east side, and another Island within the Entrance, called *Rat-Island*, and is like the *Mewstone* at *Plymouth*, but lesser. To the westward of which Island lyeth a sunk Rock about a quarter of a mile of, on which there is sixteen and seventeen foot at low-water on Spring-tydes. A long mile within this *Ratt-Isle* lyeth a great Rock above water, called the *Stack*, this Rock is bold. *Angle-Road* is the best place to Anchor in, but in truth the whole Haven is very good and safe. Ships may ride afloat as high as *Langham-ferry* and *Coetcanles*, in three, four, and five Fathom water at low-water. Small Ships may ride afloat in *Crowpool* within *Pennet-mouth*, and may go up with the Tyde to *Pembroke Key*, and there lye aground at low-water; small Ships go up to *Landshipping-Key*, where Sir *Hugh Owen* hath made all Conveniencies for loading of Coals: small Ships likewise go up to *Haverford-west* and *Croßwell* with the Tyde. The Colliers that are bound out commonly lye in *Dale-Road*. It floweth here at Full and Change, east and west nearest.

There are three Hills up in the Country, which you see first at Sea in clear weather, and bear from the Harbour mouth north east by north.

A farther Description of Milford-Haven.

Milford-Haven.

Milford-Haven is certainly the best Harbour in the three Kingdoms, there being no manner of danger in Sailing in or out of the Harbour, so that you need no Pilots, and may turn in and out with safety with contrary Winds, taking the Tyde, as well by Night as by Day. When you are entred into the Harbour, you may Anchor where you please, according as the Ship is in bigness: And if a Ship come in without Cable and Anchor, she may run ashore on soft Owse, and there lye with safety.

Here is most excellent Conveniencies for hauling great and small Ships ashore, to Grave, Wash, and Tallow, stop Leaks, &c. good places to Careen, good places for making of dry Docks, Yards, Store-houses, Rope-walks, Victualling-Offices, &c. Building and Repairing of Ships, here being good store of Timber, good fresh Water, Wood and Coals, Provisions good and plenty.

The Spring-tydes rise six and thirty foot, and the Neep above six and twenty foot, so that you may lay Ships ashore at any time.

But that which makes this Harbour more excellent and useful than any other, is, that in an hours time you are in and out of the Harbour into the Sea, being in a fair way between the *Lands-end* of *England* and *Ireland*, and lyeth in the Mouth of the *Severn*, and are in eight or ten hours over on the Coast of *Ireland*. You may get to the westward out of this Place much sooner then when you came from *Plymouth*, *Foy*, or *Falmouth*.

Oliver Cromwell ship'd off his Forces from this place for *Ireland*, and in time of War kept a Squadron of Ships to Rendezvous here; and *Henry the Seventh* landed here. This Haven lyeth north north east nine and twenty Leagues from *Cape Cornwall*. There lyeth about three Miles from the Havens Mouth a small Rock, called the *Crow*, and sheweth at half-tyde; it lyeth about half a Mile from *Lonny-Point*.

The Sea-shoar about *Milford* is about the height of the Land of *Plymouth*.

A Description of the Islands and Rocks which lye to the Westward of Milford-Haven.

Schookham.

Schookham lyeth west north west from St. *Ann's Point* going into *Milford* a League and a half. *Scaunmore* lyeth north north west from *Schookham* about a League, and west from St. *Brid's-head*, and is bigger then *Schookham*.

Gresholm.

Gresholm is a high small Island or great Rock, and is green, and lyeth to the westward of *Schookham* and *Scaunmore* two short Leagues. There is a good Channel between *Gresholm* and *Schookham* and *Scaunmore*, and are all very bold and steep too.

Barrel.

Barrel is a small Rock, and shews at half-tyde, and beareth from *Gresholm* west and west by north about a short League, and are steep too.

The Hats.

The *Hats* shew at low-water, and lyes two Leagues to the westward of *Gresholm*, and are steep too.

The Small.

The *Small* is a small Rock always above the water, about the bigness of a Long-boat, and lyeth to the westward of *Gresholm* two Leagues and a half, or three Leagues: The west north west and north west end is foul and rocky a mile off, and is steepy too. The Tydes run very strong amongst these Islands and Rocks.

The Mascus.

The *Mascus* is said to be a funk Rock, and lyeth from St. *David's-Head* west north west three Leagues; but I never could hear of any Coaster or other that ever found it.

There is a narrow Channel between *Rathsey Island* and *St. Davids*, and is used by

E

none

none but small Coasters, and those that know it very well. The Tydes run very strong, which makes the water to breach and ripple, as though it were shoal-water; and so it doth between *Gresholm*, *Scookham*, and *Scaunmore*.

Holyhead.

Holyhead. It floweth at Full and Change at *Holyhead* at ten of the Clock; the Spring-tydes rise and fall twenty foot, and the Neep-tydes thirteen and fourteen foot. Between *Holyhead* and *Dublin* the Flood and Ebb run north north east, and south south west, and floweth south south east.

Holyhead-Road.

Road-Harbour. *Holyhead-Road* lyeth to the eastward of *Innis-Cubby-Island*, to the northward of which Island, about half a little Mile, lyeth some sunk Rocks which have but three foot water at low-water, called the *Platters of Cubby*. The Road is clear Sand, the Harbour is dry at low-water, where Ships lye on the Sand, but the Wind out at north makes a Sea in the Harbour. The Pacquet Boats for *Ireland* use this place.

Scarrys.

Scarry-Platters. Between the *Scarrys* and *Carren-Point* lyeth sunk Rocks, and are called the *Platters of Scarry*, and lye about a short half Mile from the *Scarrys*; therefore keep near *Carren-Point* which is bold.

Cole-Rock.

Cole-Rock. There lyeth a small sunk Rock east north east from the *Scarrys* about two Miles and a half, and north by east from the *West-Monse* a Mile, or a Mile and a half, which hath but six foot at low-water, called the *Cole-Rock*. *Holyhead* is very high Land, as you may see in the Chart, Number 27.

Isle of Man.

Isle of Man. It floweth here at Full and Change south east by south: The Spring-tydes rise twenty foot.

Darby-Haven.

Darby-Haven. *Darby-Haven* is a small Bay where Vessels ride afloat or lye aground.

Douglas-Harbour.

Douglas-Harbour runneth into a small *Douglas-Harbour* fresh-water River, where at high-water is ten and twelve foot water, and at low-water lye dry.

Ramsey-Bay.

Ramsey-Bay is a most excellent Road, having a Sand without which breaketh off the Sea. In this Bay is a small River where small Vessels run in at high-water, and lye dry at low-water. There runneth very strong Tydes all round this Island, and in some places ripple as though there were shoal-water, especially near Point of Air. At this Island the north and south Tyde meet; here is great plenty of Fish of all sorts.

White-haven.

A little to the northward of *St. Bees-White-head* lyeth *White-haven*, being a good dry Peer, where great Ships take in Sea-coals and carry them to *Dublin* in *Ireland*. This place belongeth to Sir *John Lowther*.

North east from *Great Orms-head*, about a League off, lyeth a Bank north by east and south by west about a Mile in length, whereon is not above thirteen foot, being a narrow ridge; on the east side it shoaleth gradually, but the west side is steep too.

Directions for Sailing into Beaumorris.

There is a small high Island called *Priest-holme*, on which is a ruined Chappel with a Steeple; half way between this Island and the Main Point called *Trwyndu*, is a Rock which showeth at Half-tyde, called the *Horfe*, which you must leave on the Larboard side going in, keep in the middle of the Channel between the *Horfe* and *Trwyndu-Point*. There lyeth some Rocks from the north east part of *Trwyndu-Point*, as you may see marked at *A* in the Chart, Number 26. The Tydes run in and out very strong; therefore the best going in or out is at high or low-water slack; the Ebb runneth strong upon the *Horfe*. After you are entred in you may Anchor where you please between the Entrance and the *Beaumorris*. Note that the Depths are set down in Fathoms.

thoms at low-water. You may sail in to the southward of *Priestholme* between it and *Lewan-Sands*, with a Tyde of Flood, keep nearest to *Lewan-Sands* to avoid the Rocks that lye at the south west end of the Island. The water riseth and falleth three and twenty and four and twenty foot at a Spring-tyde. It floweth here at Full and Change between the south south east and south east by south 10^h-30'.

Directions for Sailing over Carnarvan-Bar.

Carnarvan-Bar.

Carnarvan-Bar hath not above seven, eight and nine foot at low-water, but then the Tydes rise four and twenty foot. The Mark of the Bar is *Tuttle-bill*, and a Tower on the north end of *Carnarvan Town*, and a little Houle on the Larboard-side going in, which standeth on a low sandy Point; bring these three in one, or any two of them, and this will carry you into the *Ferry*, and afterwards Anchor as you please, as you may see in the Draught. There are but few Vessels make use of this Bar; only such as go to *Carnarvan* to load Corn, &c. There are some Ships that have lain wind-bound at *Beaumorris* bound for *Virginia*, and not daring to turn out at *Priestholme*, have gone through the *Swilly*, and so over *Carnarvan-Bar*; but the Rocks at the *Swilly* are dangerous, the Passage narrow, and the Tydes very strong; and be sure to pass the *Swilly* at a slack Tyde. It floweth on *Carnarvan-Bar* at Full and Change south east; and the Tydes rise at a Spring four and twenty foot. Small Ships may sail up to *Conaway* with a Pilot at high-tyde.

Directions for Sailing over Chester-Bar.

Chester-Bar.

Chester-Bar lyeth from *Ormeshead* five Leagues and a half east half north; keep *Great Ormeshead* and *Little Ormeshead* just open of each other, as in the Chart, Number 30. and so run in till you bring the three Hills south, then are you on the shoalest of the Bar, and about two little Miles from the shoar; then you will presently have deeper water, and may keep along by the Main in what depth you please, keeping *Hailsand* without you, which al-

ways sheweth it self: this Sand is always above water, except an hour or two at high-water on a Spring-tyde, and then it sheweth by a rippling. You may sail up to *Dort-pool* or *Nesson* or *Wild-Road* or *Highlake* this way. You will find nine foot water at low-water on a Spring-tyde on *Chester-Bar*; there are some Patches on the Bar which alter, but the Tydes rising so high as five Fathom at a Spring, and three and a half at a Neep, there is no danger. It floweth here at full and Change between the south south east, and south by east.

If you would sail up to *Dort-Pool* and *Nesson*, you must have a care of the out *Scar-Rocks* which shew at low-water, therefore keep over of the *Bugg-side*; the thwart Mark of this Out-Scar is *Grange-Mill* on *Kerby-Church*; and when you have *Kerby-ball* open of a Hill then are you past them. You may Anchor at *Dort-Pool* in three Fathom water

Point of Air.

Three Miles within this Bar lyeth a low sandy Point, called *Point of Air*, which you leave on the Starboard-side going in. And three Miles from this place is *Moyston* Mark within *Wild-Road*, where Vessels lade Coals, being half a Mile from High-water-mark; and those Ships that cannot take the ground, then such Ships may take in their Loading in *Wild-Road*, and their ride with safety: Ships may sail from *Moyston* Mark at a Neep-tyde. This place doth not only supply the Neighbouring places with Coals, but the Kingdom of *Ireland*.

Directions to sail into Highlake and Liverpool.

Being on the back of the *Hylesand*, bring the Mill and Wood one on the other, as in the Chart, Number 30. and run in keeping close alongst *Hylesand*, and so into *Highlake*, and Anchor. Here the great Ships that belong to *Liverpool* put out part of their Lading till the Ships are light enough to sail over the *Flats* to *Liverpool*. There is a Channel near *Formby* to go into *Liverpool*, where is three Fathom at low-water on the Bar; but this place is not Buoy'd nor Bekon'd, and so not known: the Ships lye aground before the Town of *Liverpool*; 'tis bad riding afloat before the Town, by reason of the strong Tydes that run here; therefore Ships that ride afloat, ride up at the *Sleyne* where is less tyde.

Highlake and Liverpool.

K. William and the English Army embark'd at this place for Ireland.

Dilla

Pillafoodra.*Pillafoodra*

Pillafoodra is a place where good Ships may go in, but the going in being dangerous to those that are not acquainted, I leave those that have occasion to go there to take a Pilot, which they may have at *Liverpool*. This place lyeth out of the way of trade, and so is but little frequented, and not as yet surveyed by me.

Directions for coming into the Channel between England and France, called the English Channel.

THE Marriner having left the vast Ocean, and brought his Ship into Soundings near the Land, amongst Tydes or Streams, his Art now must be laid aside, and Pilottage taken in hand, the nearer the Land, the greater the danger, therefore your care ought to be the more.

To be mindful of Tydes and Courses.

Being in Tydes-ways, narrow Channels, Rocks and Sands, I hope the ingenious Marriner will not take it amiss, in recommending this to your care, your Tydes, Courses, Soundings, and the goodness of your Compasses.

To be mindful of your Compasses, and how to order them.

That you have a great care that no Iron be near the Compass, and that after long Voyages that the Compasses have been much used, they will grow dull, and yet the virtue of the Magnet holding good; but that which causeth the dulness, and the Compass being not quick in traversing, is caused by the Pin's point (on which the Compass stands) being worn blunt, therefore sharpen it with a Hone or fine Whet-stone with care and exactness. And this take for a certain Rule, that the light Card-Compasses traverse best in fair weather, and the heavy Card-Compass best in foul weather. I mean by the heavy Card-Compass that which is stiffened with *Muscovy* Glass, and a Plate of Steel which is touch'd by the Loadstone, instead of Steel-wyre, which is in the light ones. The heavy Card-Compasses are in brass Boxes, which are made to open to take the Card out at any time.

Tydes, with their Springs.

The next thing that I recommend to your care, is the setting of the Tydes, which altereth the course to the loss of many Ships, especially when you Sail close upon a Wind,

then if the Tyde take you on the Weather-bough, you shall fall much to Leeward of your Expectation; and if the Tyde take you on the Leebough, it carries you to windward of your Expectation.

Coming out of the Ocean into the Soundings, which you may know by the water being discoloured, your best help is a good Observation of the Latitude. The next Consideration is your Depth of Water, with the colour and quality of the Ground. But as for the colour and quality

*Depth of Water.**Colour and Quality of the Ground.*

of the Ground, I think it very uncertain, as I found by Experience lying becalm'd in the Soundings, when I very often heav'd the Lead, and did find one cast so different from another in quality, and still in the same depth of water, that I would not have any to trust to it; only this is generally observed, That the Ground to the southward on the *French Coast* is more gruffer, that is, the Sand is bigger or more gravelly, bigger shells and more variety, with a sort of sharp small things called Needles. West south west from *Ushant* eight or ten Leagues, you will have seventy four and seventy five Fathom water, and four and five Leagues west from *Ushant* sixty eight and seventy Fathom, west north west from *Ushant* eight or ten Leagues you will have seventy and seventy one Fathom, and four, five, or six Leagues of sixty six and sixty five Fathom.

North west from *Ushant* eight or ten Leagues seventy Fathom, and five Leagues north west sixty four and sixty five Fathom; North north west from *Ushant* about seven, eight, or ten Leagues, from sixty five to sixty eight Fathom, and four Leagues north north west sixty Fathom. North from *Ushant* eight or ten Leagues, sixty four and sixty five; and from three Leagues to five Leagues north you will have sixty Fathom. In these Depths, Bearings, and Distances the Ground is white things like *Hakes-teeth*, and the Ground ruffer then on the *English Coast*. But, as I said before, that the quality of the Ground being so uncertain, I would not have any Persons to give any trust to it.

But on the Coast of *England* the Ground is finer in general; for five, six, and seven Leagues to the southward of *Scilly*, you will have from fifty to sixty Fathom water fine white Sand, with some red and black amongst it, and some times some small shells or pieces of shells, and at other times white Sand only.

Keep

The Islands of Scilly how far seen.

Keep in the Latitude of forty nine degrees thirty minutes, or forty nine degrees thirty five minutes, or forty nine degrees forty minutes, till you have from sixty to fifty five Fathom water, more or less, as the Tydes may be high; for at *Scilly* and thereabouts the Tyde riseth above three Fathom at Full and Change. I have seen the *Light-house* of *Scilly* in the Latitude of forty nine degrees thirty five minutes, at which time the *Light-house* bore north by east about six or seven Leagues off, and at the same time had fifty eight Fathom water, fine Sand with black speckles, and pieces of shells. To the westward of *Scilly* the Ground is fine grey and white Sand, mingled with small black Sand and pieces of shells, and sometimes without black Sand and pieces of shells.

But if you are to the northward of *Scilly* then your Ground will be white Sand, and owsey Sand: when the Islands of *Scilly* bear south about five or six Leagues, you will have fifty three to fifty seven Fathom water. You may see the Light of *Scilly* six and seven Leagues in the Night when it is clear weather.

A stream setting nine hours to the northward.

Many Ships have fell to the northward (into the *Welch* Channel or the *Sewern*) contrary to their expectation; the cause of which is by a Stream setting nine hours from the north west to the north east, and but three hours to the southward: this Stream begins to set to the north west when it is half Ebb at *Scilly*, and endeth in the north east when it is high-water. This Stream beginneth six or seven Leagues to the westward of *Scilly*, and four or five Leagues to the southward of *Scilly*, and so between *Scilly* and the *Lizard*.

Being to the southward of *Scilly* about the Latitude of forty nine degrees thirty minutes, or forty nine degrees thirty five minutes, or forty nine degrees forty minutes, and having from sixty to fifty five Fathom water, you may keep away east in that Latitude, according as you have wind or weather, and in that depth. But when you have sailed about fifteen or twenty Leagues from sixty to fifty five or fifty two Fathom, then if the weather be clear you may steer northerly for to make the Land. The *Lizard* North by east, about nine leagues you will have fifty five, fifty six, and fifty seven Fathom water, then will you have pieces of shells of several colours, thin small flatty

stones, and no sand; meeting with this Ground you may stand in to the northward into fifty Fathom. Being past the *Lizard*, if you keep without forty Fathom water, you need not fear the *Eddy-stone*: you will have forty Fathom in the stream of the *Eddy-stone*; if you keep in thirty five Fathom then are you within the *Eddy-stone*. There is thirty five Fathom between the *Ramhead* and the *Eddy-stone*.

For the knowing of the Land when you see it, I refer you to the several makings of the Land in the sheet, Number 39. And the making of some Lands are put down in the Draughts of the Harbours; as the making of the Land of *Dartmouth* is put into the Draught of *Dartmouth*; *Foy* and *Falmouth* the like, &c.

Being sure of your being past the *Lizard*, be sure to keep off from the *French* shoar, for fear of the Rocks called the *Gaskets*, for when you are near them, the Tyde of Flood sets in amongst the Islands of *Garnsey* and *Fersey*: you will have deeper water near these Rocks, and gruffer Ground then on the *English* Coast. You may from the *Start* to *Portland* and the *Wight*, keep between forty and thirty Fathom water, or between thirty five and thirty, according as you go up the Channel.

When you come near the *Isle of Wight* have a care of the Indraught that setteth strong both into the *Needles* and *St. Hellens*, as you may see in the Directions for sailing into the *Isle of Wight*, which hath drawn many Ships into *Freshwater-Bay*, and others on the *Owers*, which lye to the eastward of the *Isle of Wight*, as you may see in the Description of the *Owers* and *East-Burrough-Heads*; for the last half-flood, or the last quarter-flood, and all the Ebb, setteth into *St. Hellens*, which hath caused many Ships to run aground on the *Owers*, which lye to the eastward of the *Isle of Wight*. The Description of which, and how to avoid them, and how to sail from the *Isle of Wight* into the *Downs*, you may see in the Directions from the *Downs* to the *Isle of Wight*; only I would have you to observe, that if you stand over on the *French* Coast, that there is a Bank in the *Fair-way* between *Dunginness* and *Bullin-Bay*, which hath but thirteen Fathom on it, which in the Night may cause you to think that you are nearer the shoar than you are.

Courses and Distances from place to place are better demonstrated in the Mapps than this way ; but at the instigation of some Seamen I have done this.

Dungin-
neß.

Beachy.

Wight.

Dunnose.

Portland

fourth

Welt South Welt

From

From the *Seven-stones* to the south of *Scilly*
south west by south 5 Leagues
From the *Seven-stones* to the north of
Scilly west south west 8
From the *Seven-stones* to the *Gulf* south
east 7
From the *Seven-stones* to the *Rundle-stone*
east by south half south 7
From the *Seven-stones* to the *Longships*
east 5½

*Courses and Distances from places be-
tween England and France in the
Channel, &c.*

From the *South Foreland* to *Calis*
south east 8 Leagues.
From the *South Foreland* to *Deep* south 28
From the *South Foreland* to *Seynhead*
south south west half south 37
From the *South Foreland* to *Cape Bar-
fleur* south west 43
From the *South Foreland* to the *Cape de*
Hague south west by west 49
From the *South Foreland* to the *Gaskets*
west south west half south 54
From *Dunnose* to *Calis* east by north 40
From *Dunnose* to *Deep* east by south
half south 38
From *Dunnose* to *Seynhead* south east 33
From *Dunnose* to *Lebogue* south south
east 22
From *Dunnose* to *Cape Barfleur* south by
east 18½
From *Dunnose* to *Cape de Hague* south by
west half west 18
From *Dunnose* to the *Gaskets* south west 19
From *Dunnose* to *Ushant* south west by
west 64
From *Portland* to *Deep* east by south 52
From *Portland* to *Seynhead* east south
east easterly 45
From *Portland* to *Cape Barfleur* south
east easterly 26
From *Portland* to *Cape de Hague* south
east half south 20
From *Portland* to the *Gaskets* south by
east 16
From *Portland* to *Ushant* south west 50
From the *Start* to *Cape Barfleur* east
south east easterly 20
From the *Start* to the *Gaskets* east south
east 21
From the *Start* to *Ushant* south west by
south 36

From the *Lizard* to the *Gaskets* east by
south easterly 22
From the *Lizard* to *Ushant* south 31

*Courses and Distances from Cape
Cornwal and the Islands of Scil-
ly to Bristol, Wales and Ire-
land.*

From the *Islands of Scilly* to *Cape*
Clere in *Ireland* north north east
easterly 35 Leagues.
From *Scilly* to *Kinsale* north east 40
From *Scilly* to the *Tusker Rock* north
easterly 39
From *Scilly* to the *Small's Rocks* north
by east easterly 35
From *Scilly* to *Milford-Haven* north
north east half easterly 37
From *Scilly* to *Lundy* north east 30
From *Cape Cornwal* to *Cape Clere* west by
north half west 51
From *Cape Cornwal* to *Kinsale* north west
by west 43
From *Cape Cornwal* to the *Tusker Rock*
north west by west northerly 34
From *Cape Cornwal* to the *Small's Rocks*
north half east 29
From *Cape Cornwal* to *Milford-Haven*
north north east 30
From *Cape Cornwal* to *Lundy* north east 24
From *Cape Cornwal* to *St. Ives* east by
north 5
From *Cape Cornwal* to *Padstow* north
east by east 14
From *Cape Cornwal* to *Hartle Point* north
east half east 23
From *Cape Cornwal* to *Mort Point* north
east half east 26
From *Lundy* to the *Small's Rocks* north
west 15
From *Lundy* to *Milford* north north
west westerly 10
From *Lundy* to *Caldy* north 7
From *Lundy* to *Barnstable-Bar* south
east by east 5½
From *Lundy* to *Minehead* east by south 14
From *Lundy* to the *Flat-Holmes* east by
north half north 18
From the *Flat-Holmes* to the *Poffet*
Point east north east 5
From the *Flat-Holmes* to *King-Road*
east north east 5½
From *King-Road* to *Hung-Road* 1
From *Hung-Road* to *Bristol* by water 2
From *Milford-Haven* to *Cape Clere* west
by south 60

From

		Leagues.
From Milford-Haven to Kinsale west		
	46 Leagues.	
From Milford-Haven to the Tusker west north west	18	
From Milford-Haven to the Smalls Rocks west by north	7	
From Milford to Gresholm west by north	4	
From Gresholm to the Bishop and Clerks which lye off of St. David's-head north north east	3½	
From the Bishop and Clerks to the Isle of Barzey north by east half east	19	
From Barzey to Holyhead north by east northerly	12	
From Holyhead to the Tusker south west	32	
From Holyhead to the Head of Hoath at Dublin-Bay west	19	
From Holyhead to the south west end of the Isle of Man north	15	
From Holyhead to the Skerreys north east by north	2	
From the Skerreys to Ormeshead east half south	8	
From Ormeshead to Chester-Bar east		6
From Ormeshead to Highlake east		10
From Highlake to Chester		7
From Highlake to Liverpool		4
From Highlake to the south west end of Man west north west half west		23
From Highlake to the north east end of Man north west by north		25
From the north east end of Man to the Mull of Galloway in Scotland north west westerly		14
From the north east end of Man to Dublin south west by west		31
From the north east end of Man to Carlingford west by south half south		27
From the north east end of Man to Copland Islands going into Carrek-fergus west north west		19
From Copland Island to Carreck-fergus west north west		4
From Carrek-fergus to Belfast south west		3

A

TYDE-TABLE,
SHEWING

The Time of High-water and Full-Sea
WHEN

The Moon is at Full and Change :

How the Tyde of Flood and Tydes of Ebb Setteth, and how many Feet the Spring-Tydes Rise and Fall, beginning at the Downs or Deal, and so Continuing away to the Westward.

	H.	M.	F.		M.	H.	F.
D Deal-Beach south east	09	00	16	Portsmouth-Harbour south	12	00	16
Downs south south east				Hampton south	12	00	15
half Tyde and half quarter				Cowes south by east	11	15	16
Tyde	10	30	16	Needles south east by south	9	15	14
Dover south south east	10	30	16	Pool south east	9	00	8
Rye-Harbour south and by east				Portland-Road and Weymouth east			
and south south east	10	30	24	and west	6	00	6
Beachy-head and Fair-Lee south				Exmouth-Bar east by north and			
south east	10	30	20	east	5	30	14
St. Hellens by the shoar south				Torbay east and by north	5	15	17
by east	11	15	16	Dartmouth east by north	5	15	18
				Plymouth Salcom east by north	5	15	16
				Eddy-stone east by north	5	15	18
				Foy and Falmouth east by north	5	15	18
				Helford and the Lizard east by			
				north	5	15	18

Note that it is half flood, and sometimes more then half flood, before the Tyde cometh into St. Hellens and the Spithead.

From Dover to Dungeness the Flood sets north east by east, and the Ebb south west by west.

From Dungeness to Beachy the Flood east north east and the Ebb west south west.

From Beachy to the Isle of Wight the Flood set east by north, and the Ebb west by north. The Tyde of Flood from the Ness, Beachy and the Isle of Wight, setteth one hour and half, and two hours after it is high-water by the shoar.

From the Isle of Wight to the Start, and from the Start to the Lizards, the Tydes set as the Lands Iye Channel Course; only take notice that by the shoar in Bays the Tydes round them. But at St. Hellens and the Needles you have a great Indraught, as you may see by the Directions for sailing into the Wight, and the sailing up the Channel from the Isle of Wight in the Offin to the Start and the Lizard; the Tydes of Flood run three hours to the eastward after it is high-

G water

water ashoar; that is, it begins to set to the eastward at half Flood ashoar, and runs six hours, till half Ebb ashoar, and the Ebb to the contrary.

<i>Mounts-Bay, Pensance</i> , east north H.	M.	F.
east and west south west	4	30 19
<i>Scilly</i> east north east and west		
south west	4	30 20

Note that the Stream between the *Lands-end* and *Scilly* setteth nine hours to the northward, and but three to the southward; when it is half Ebb afoar in *Mounts-Bay*, then the north Stream begins in the north west, and runneth nine hours till it ends in the north east.

<i>At St. Ives</i> east by north and west by south	5 15 24
<i>Padstow</i> and <i>Barnstable-Bar</i> east and west	6 00 24
<i>Isle of Lundy</i> east and west	6 00 30
<i>Minehead</i> east and west	6 00 36
<i>King-Road</i> and <i>Hung-Road</i> east by south and west by north	6 45 48
<i>Milford-Haven</i> east and west	6 00 36
<i>Caldy</i> and <i>Swansey</i> east and west	6 00 36

Between *Lundy* and the *Holmes*
the Flood setteth east north
east, and the Ebb west south
west.

From the *Holmes* to *King-Road*
the Flood runneth north east
by east, and the Ebb south west
by west.

Note that the Tyde of Flood
runneth up at *King-Road* an
hour after it is high-water.

<i>Holyhead</i> south south east and	H.	M.	F.
south east by south	10	00	21
<i>Carnarvan-Bar</i> south east	9	00	24
<i>Beaumorris</i> south south east and			
south east by south	10	30	24
<i>Chester-Bar</i> south and by east and			
south south east	10	45	30
<i>Higblake</i> south and by east and			
south south east	11	15	00
<i>Liverool</i> south and south by east	11	30	30
<i>Isle of Man</i> south east by south	9	45	21
<i>White-haven</i> south east by south	9	45	00
<i>Carrick-fergus</i> south by east	10	38	8
<i>Carlingford</i> south east	9	00	14
<i>Dublin-Bay</i> south east by east	9	45	12
<i>Kinsale</i> east by north.	5	15	00

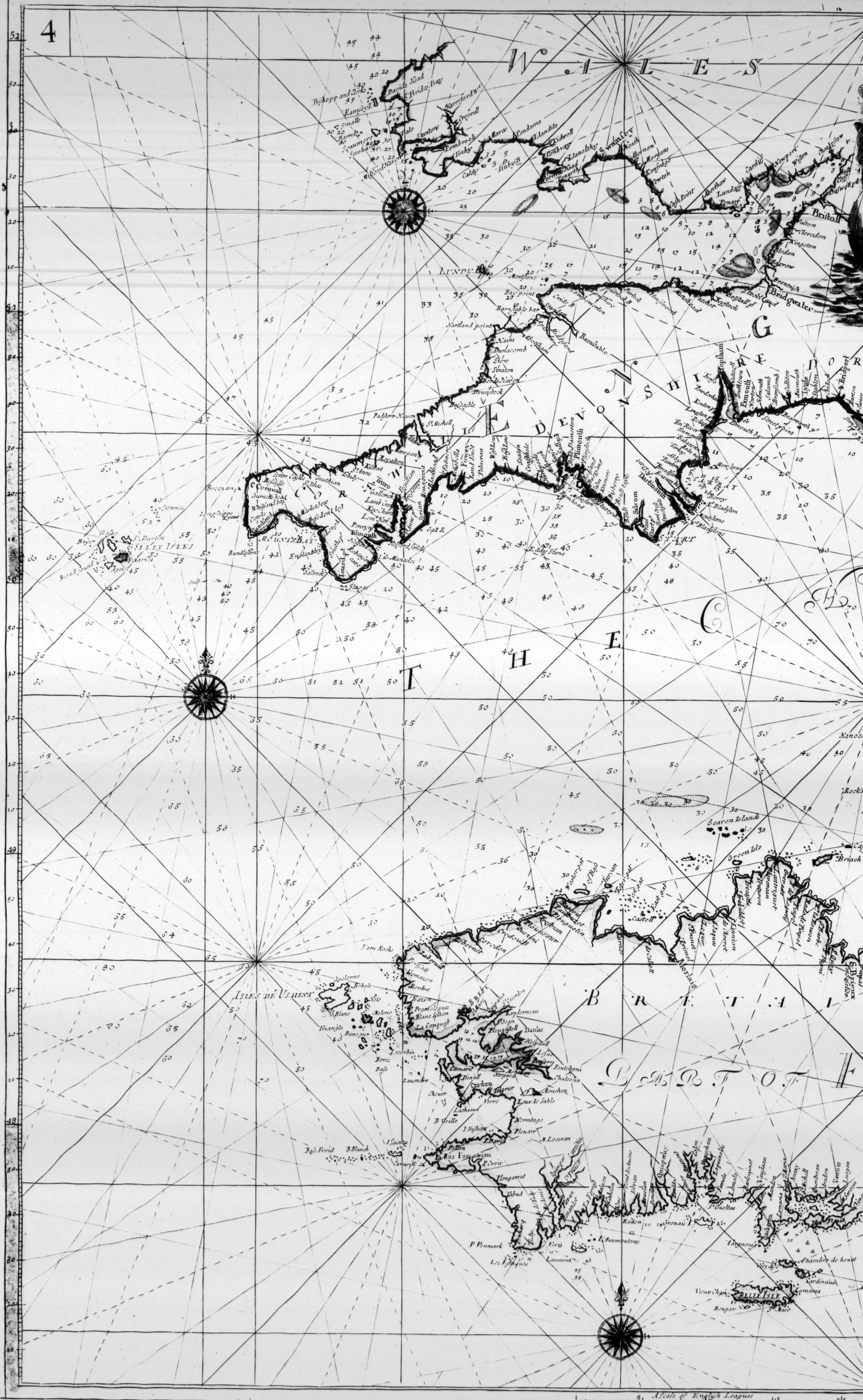
The Flood or North stream cometh in between *Ireland* and *Scotland*, and there it is high-water at south south east Moon. At the *Isle of Man* the north and south flood meet each other. Between *Holyhead* and *Dublin-Bay* it floweth south south east; the Flood setteth south south east, and the Ebb north north west.

This is all that is Surveyed of the Coasts of *England* as yet. I have added some Harbours that are most useful in *Ireland*, being a Third Part of *Great Britains Coasting Pilot*.

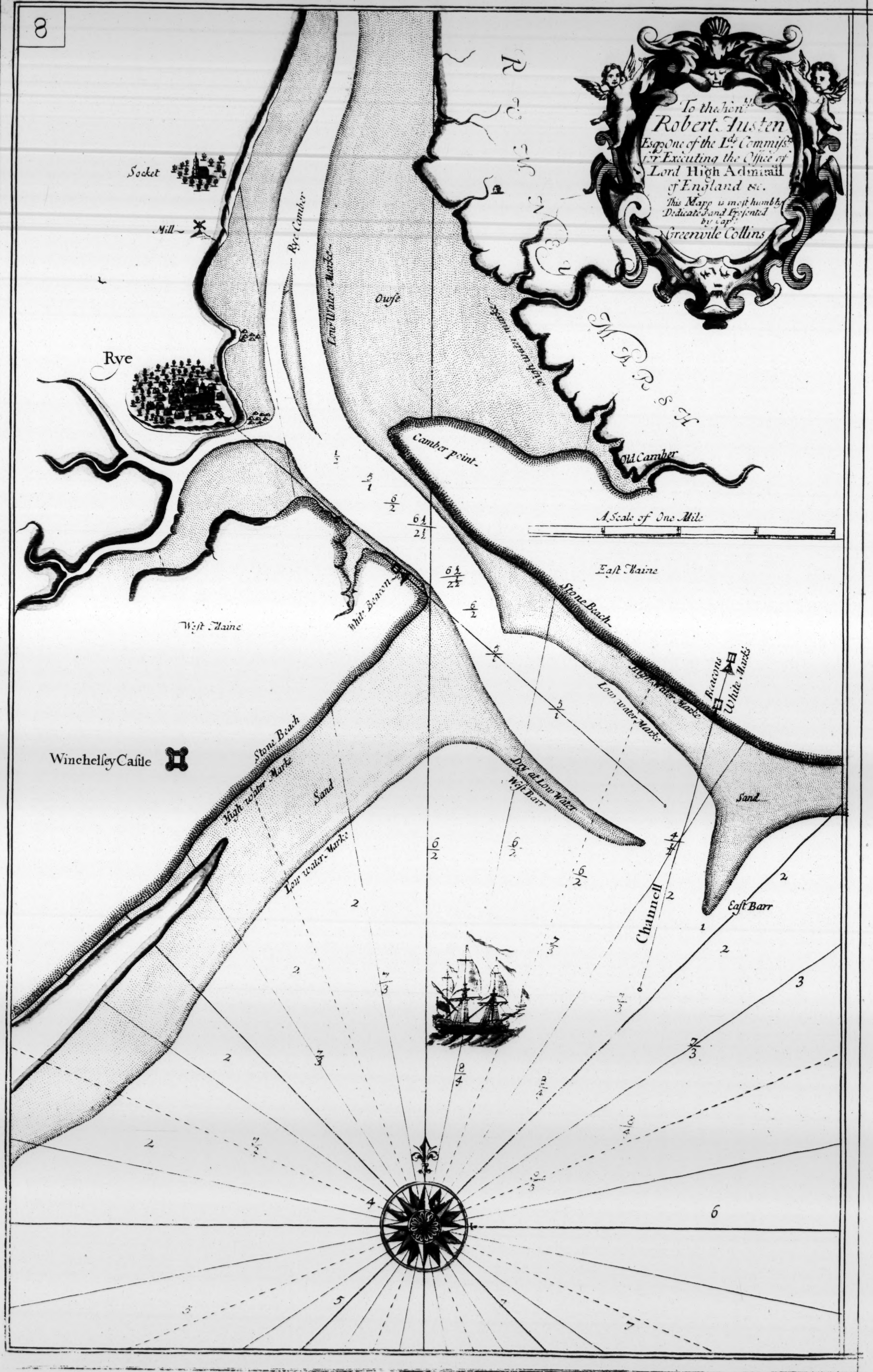
Note that the Letters *H* and *M* signifie *Hours* and *Minutes*, and the Letter *F.* signifies *Feet.* As for Example ; At *Chester-Bar* it is High-water at **Ten** of the Clock, and forty five Minutes, and the Tydes Rise and Fall **Thirty Foot** at a Spring Tyde.

The End of the First Part.



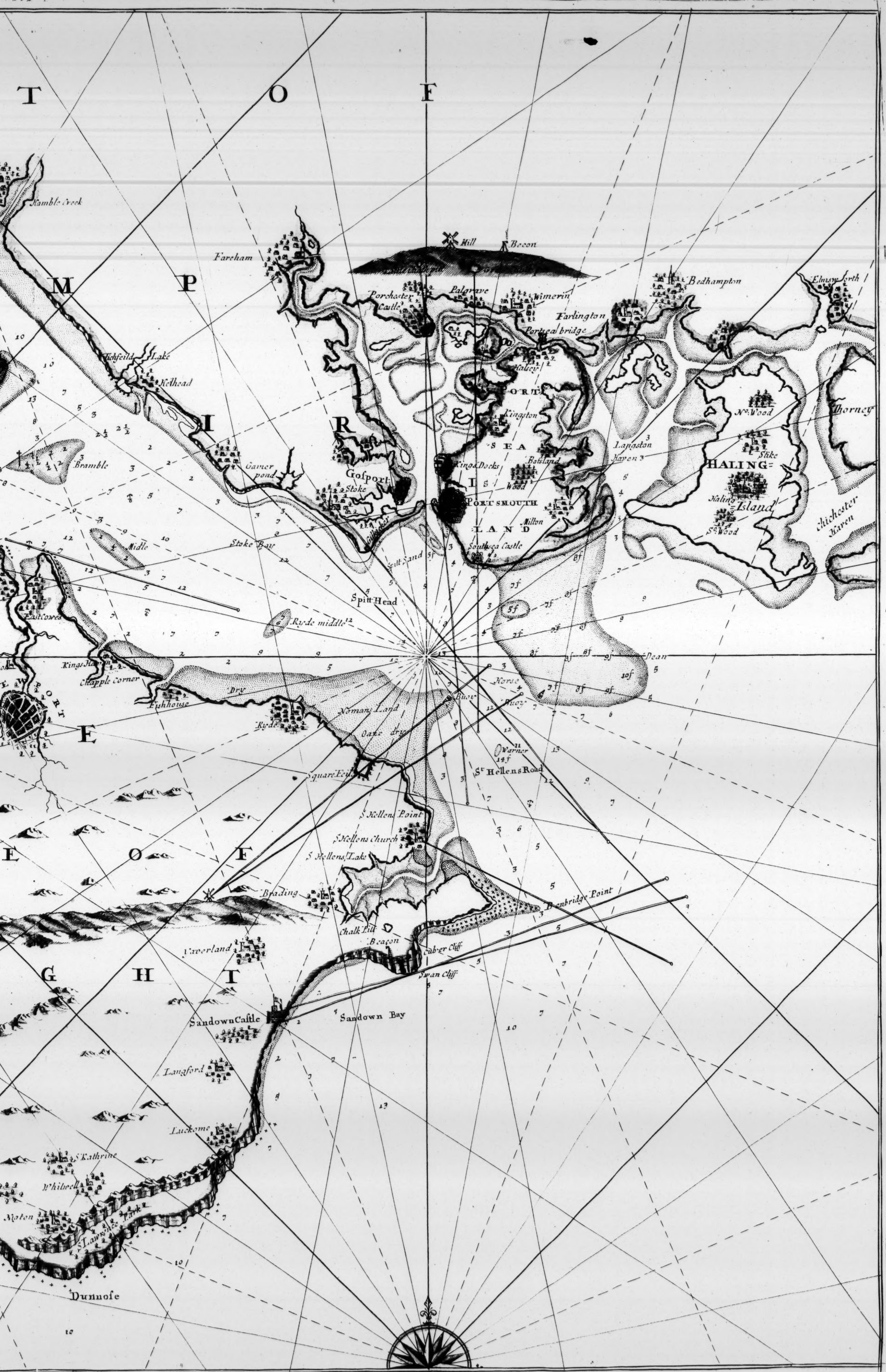


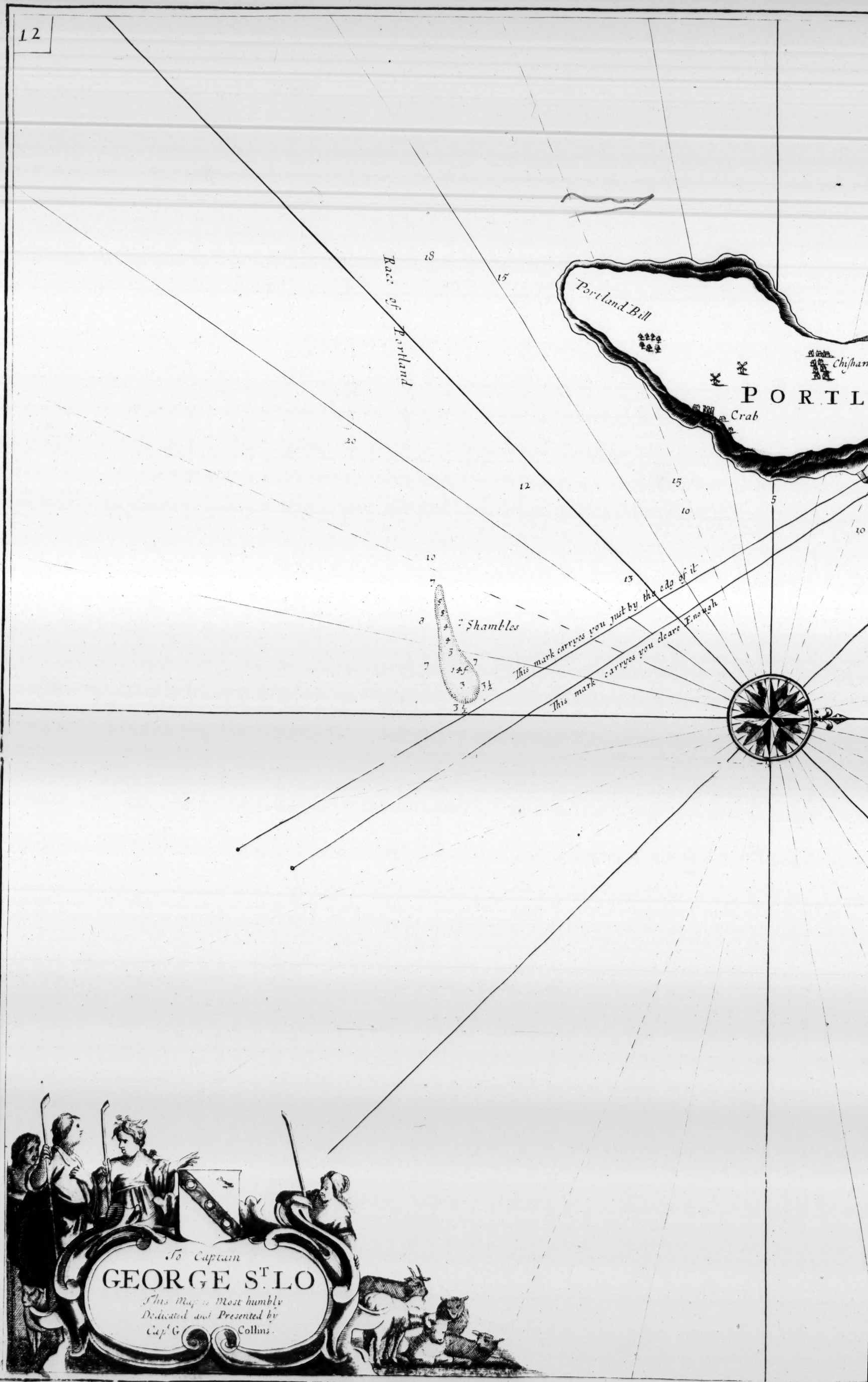


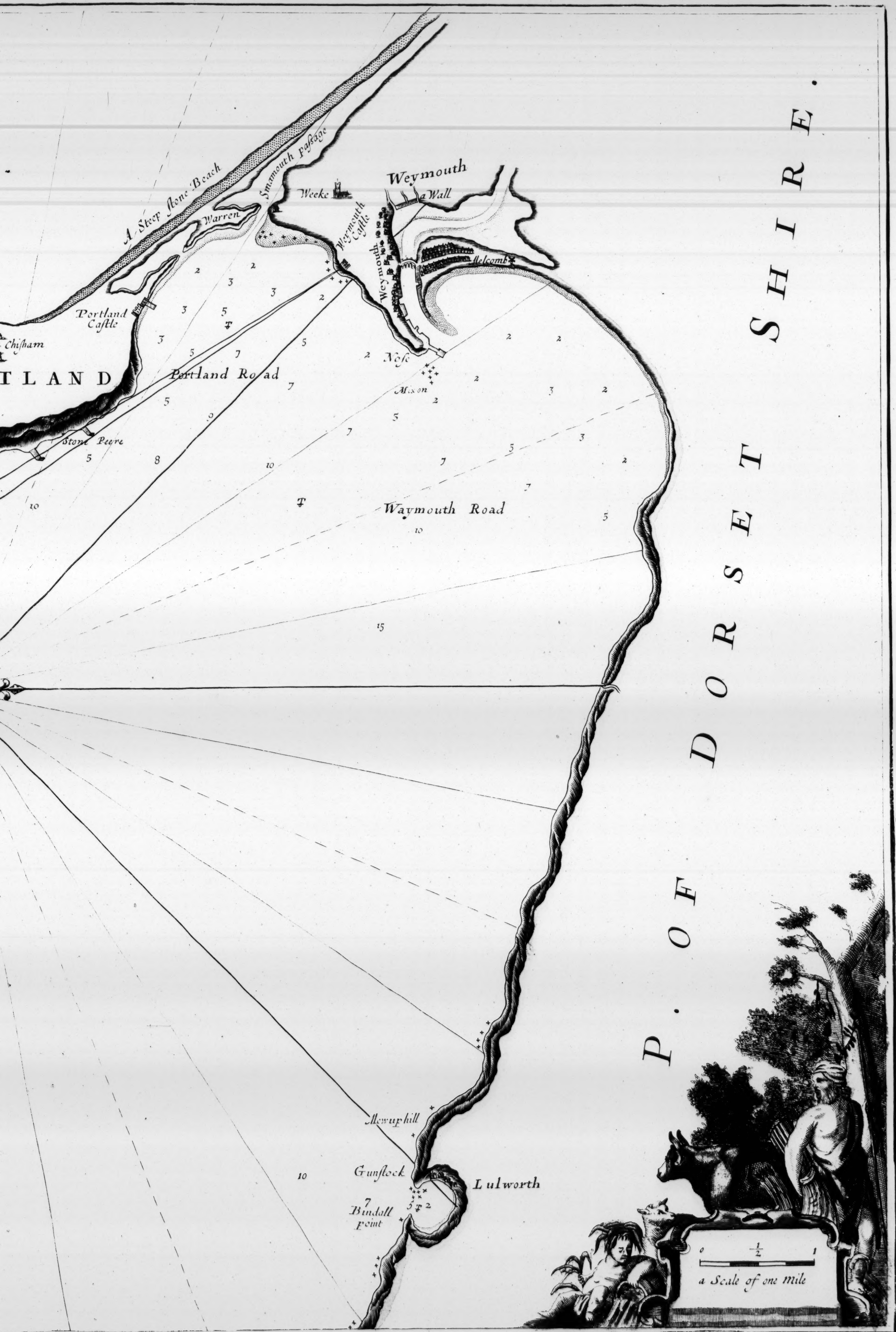


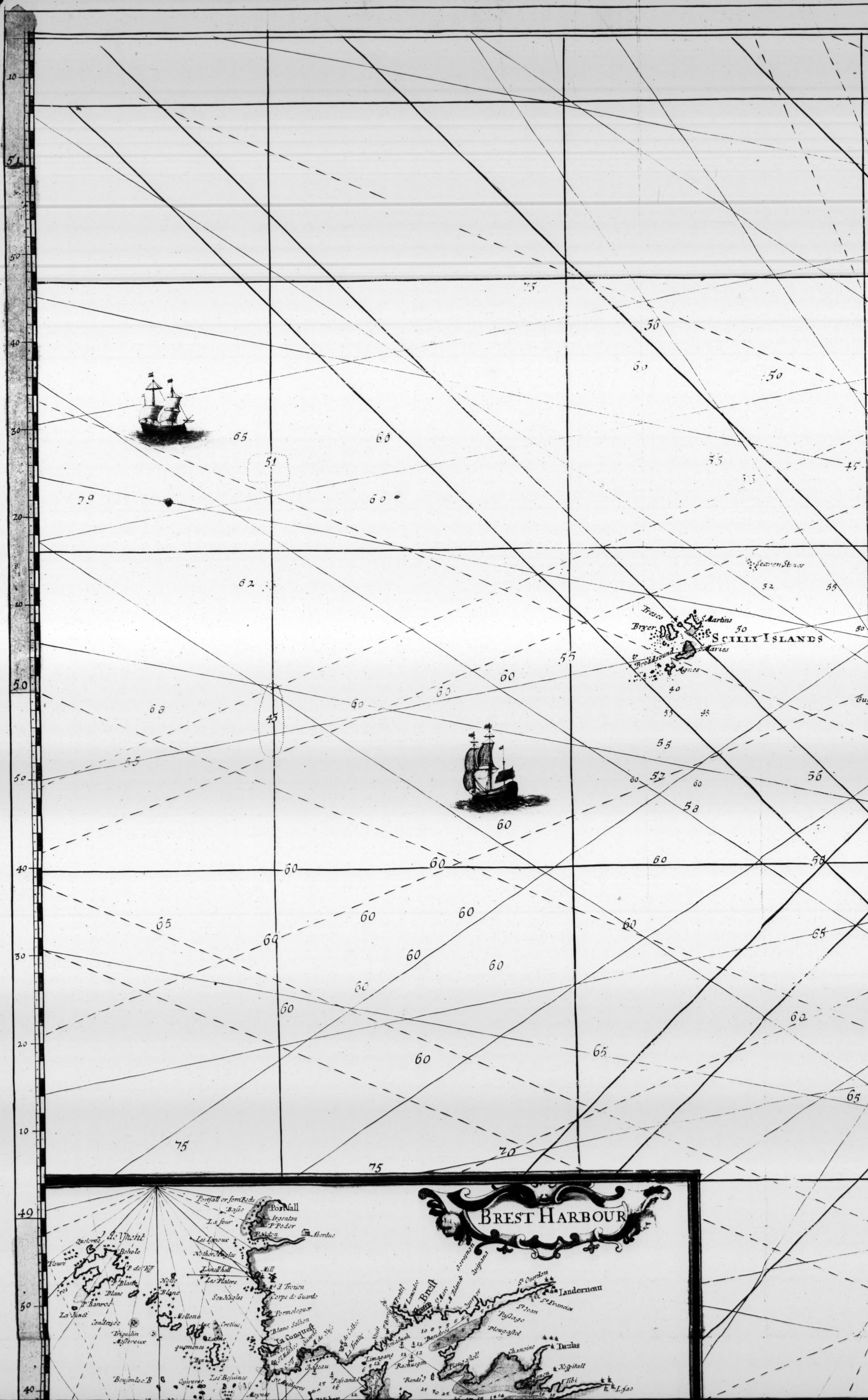


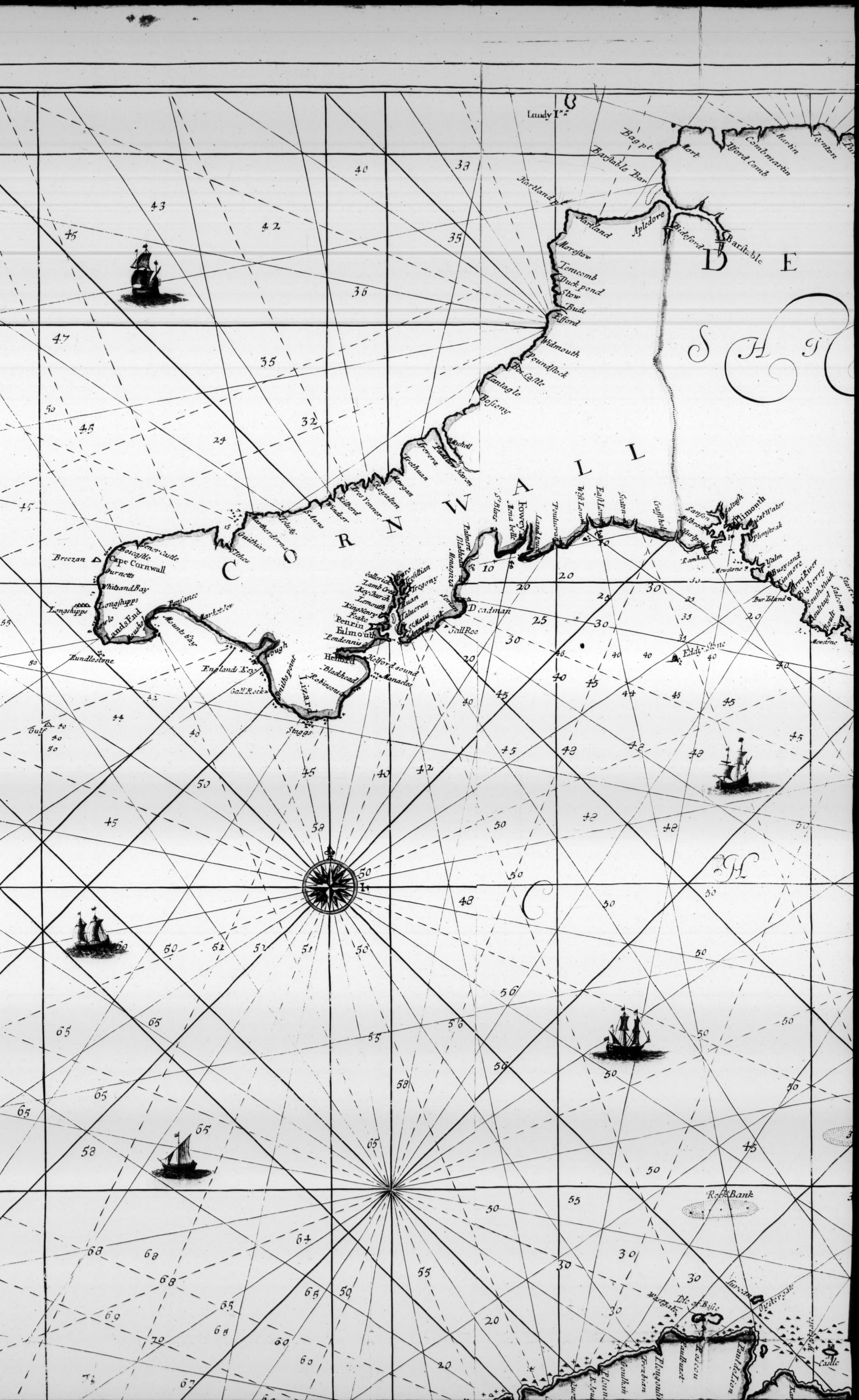


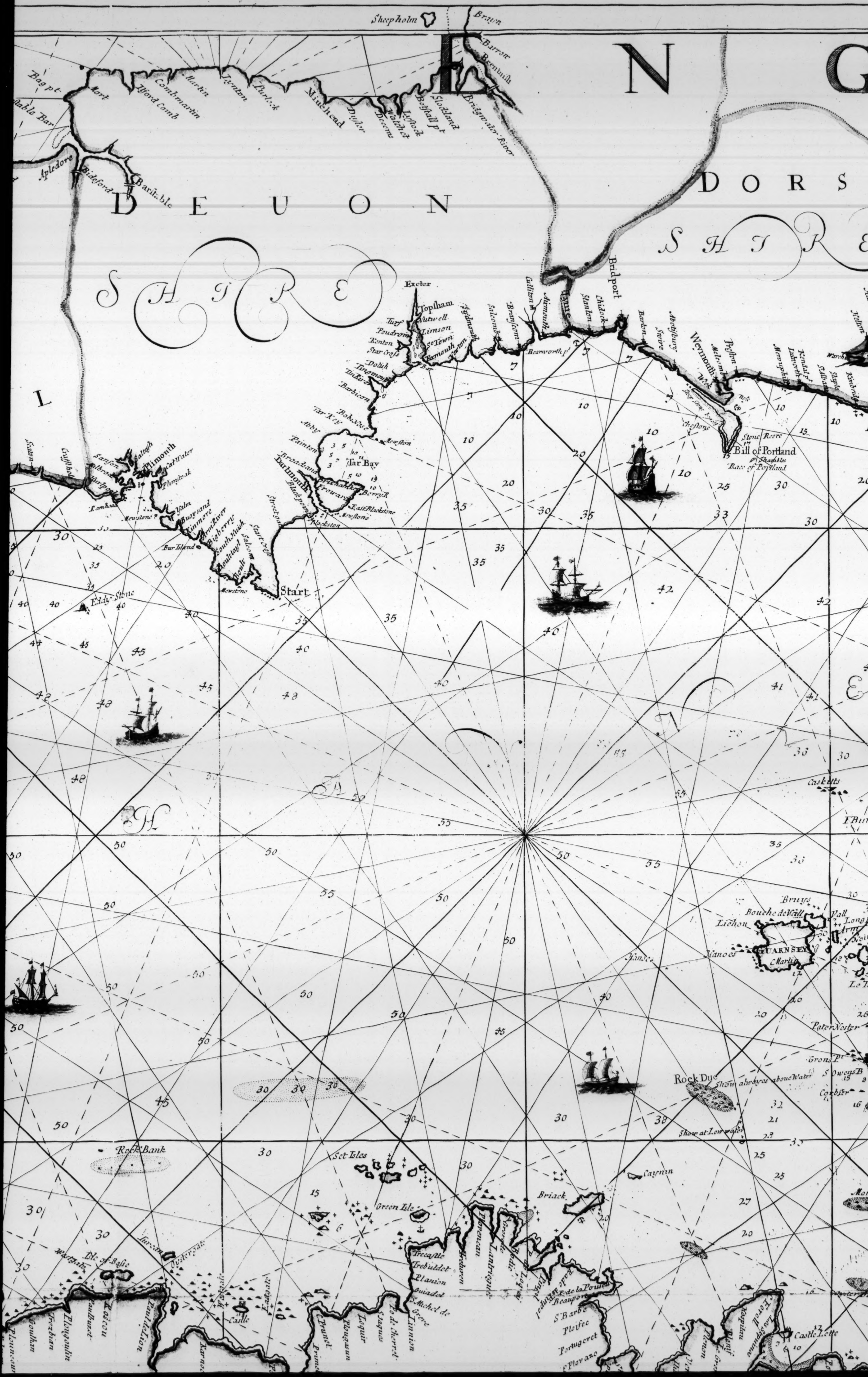




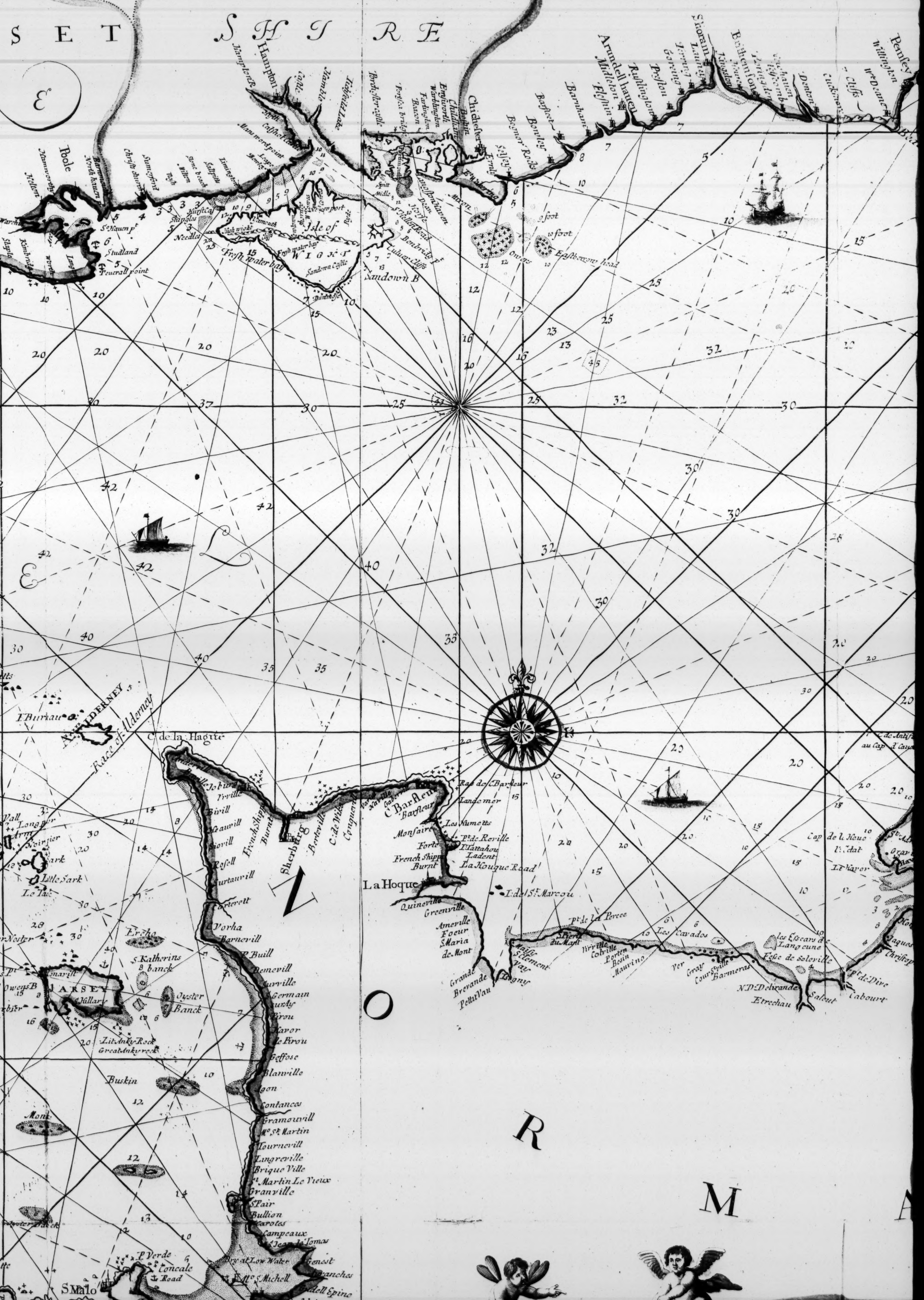


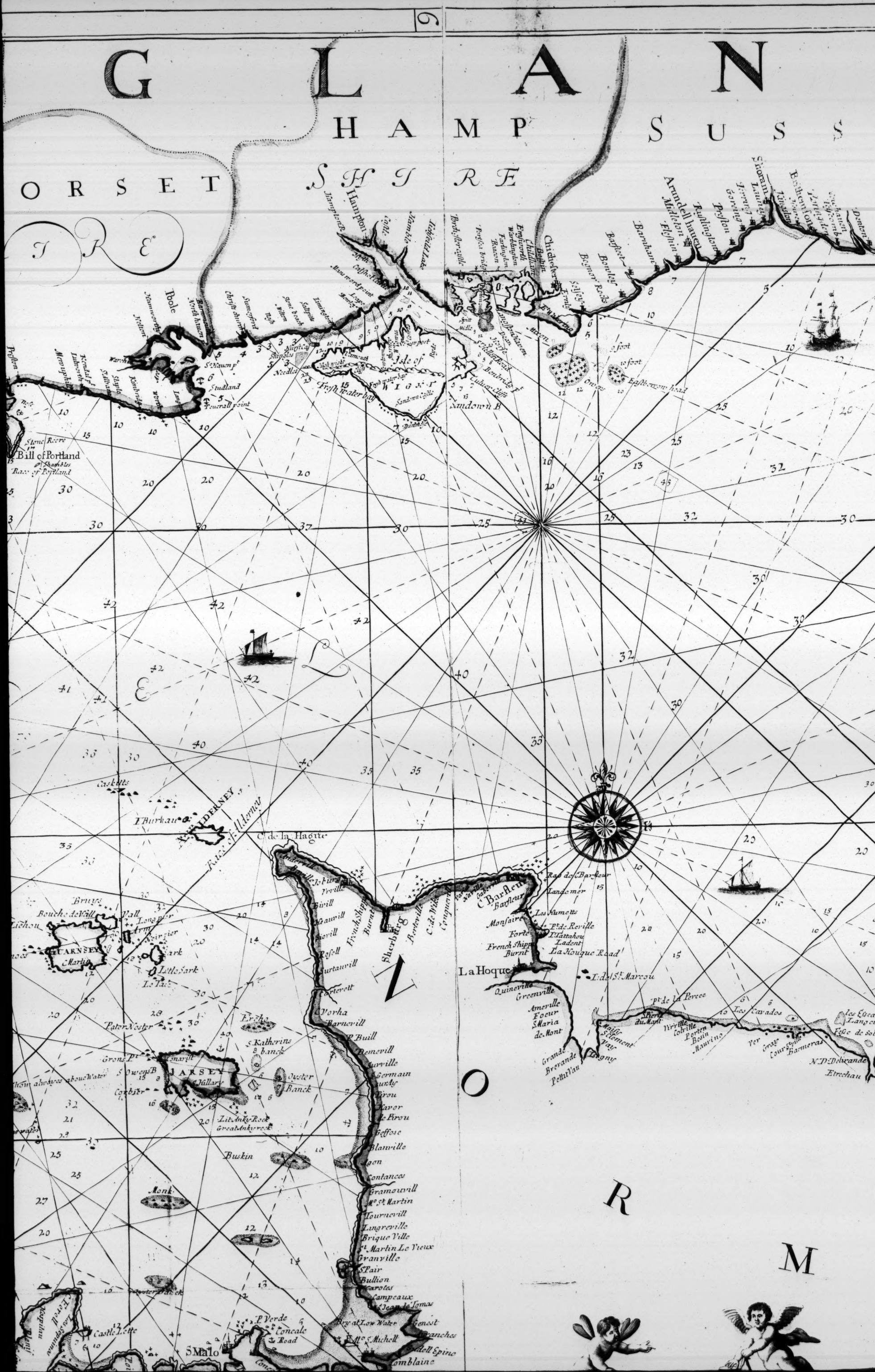




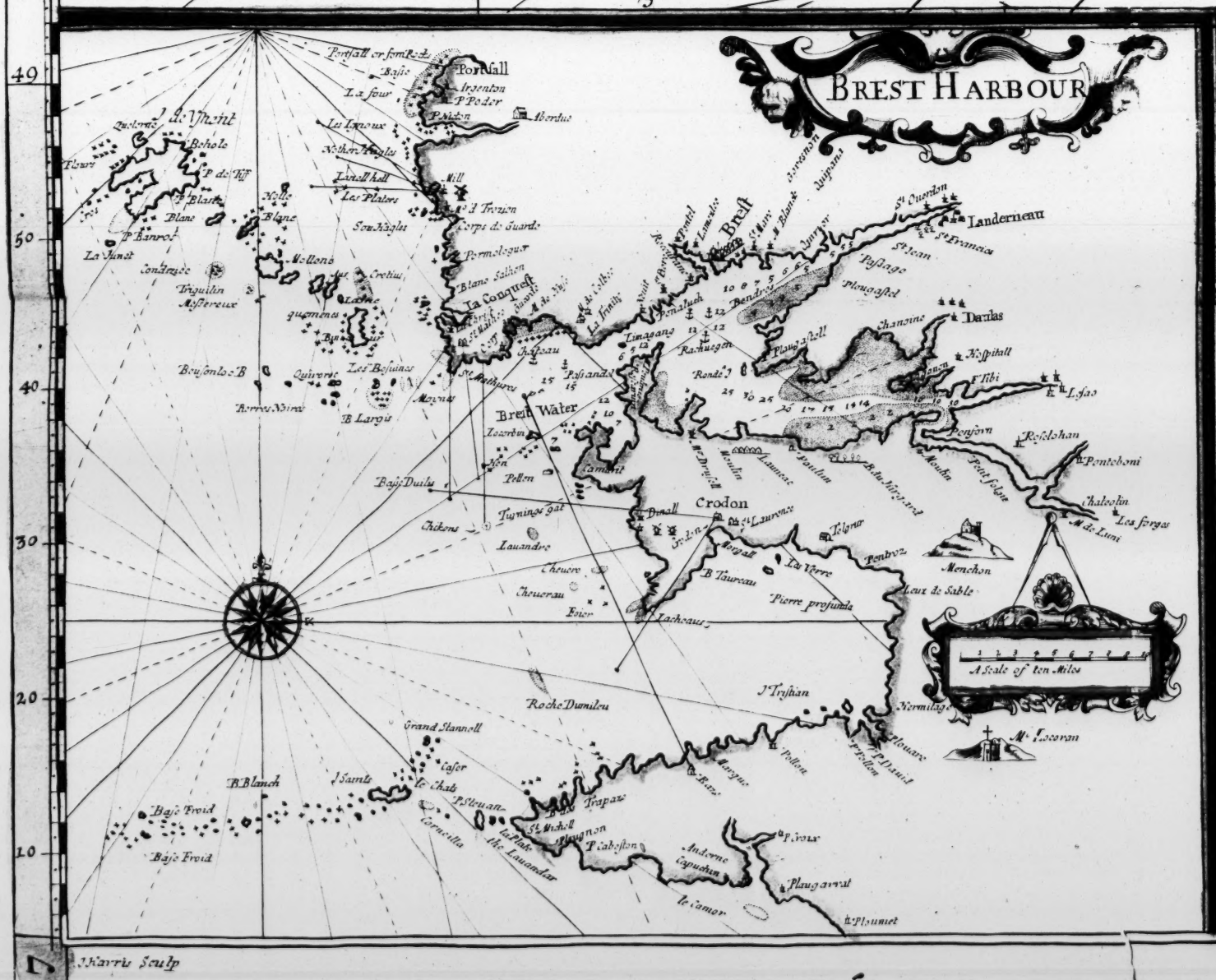
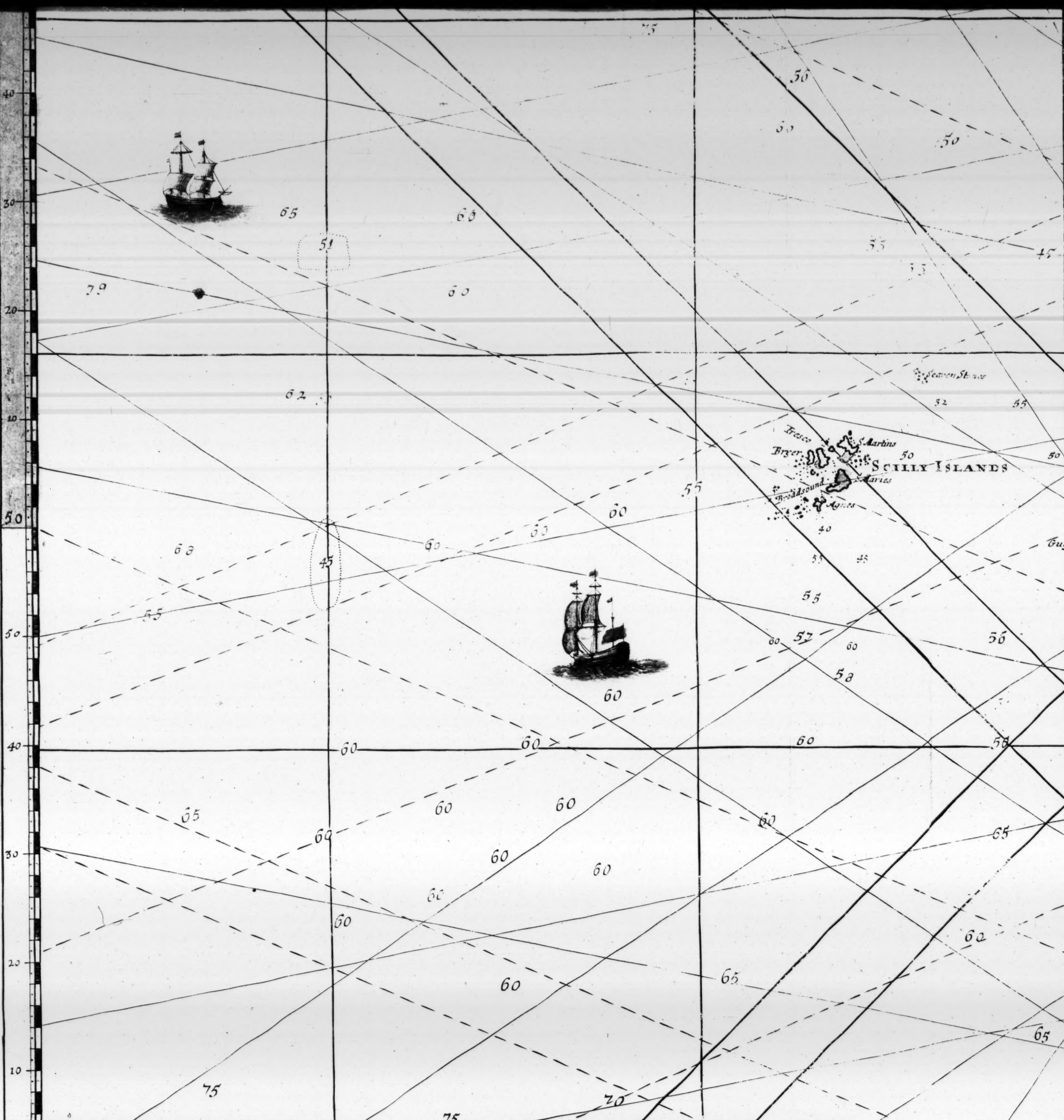


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H A M P S H I R E

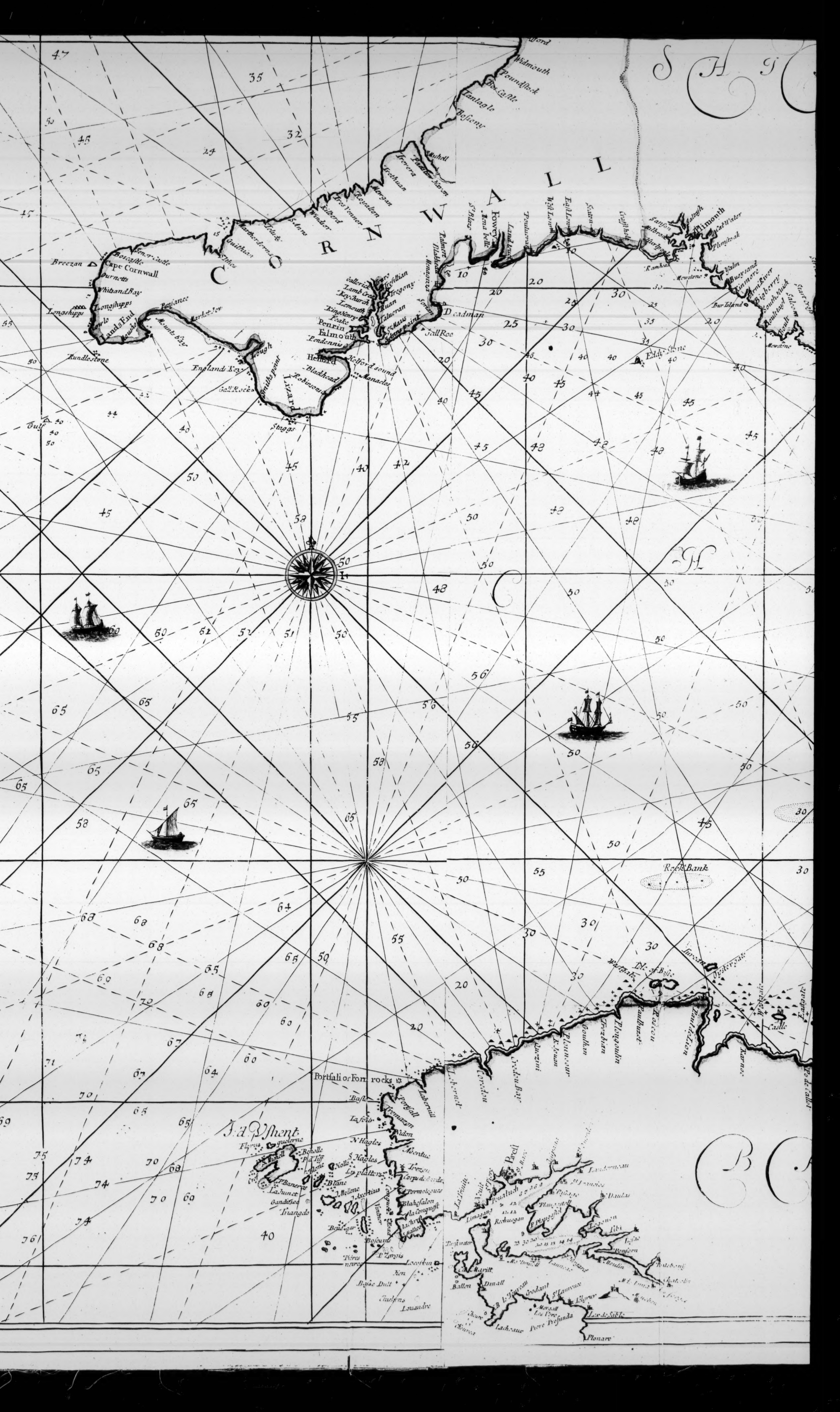


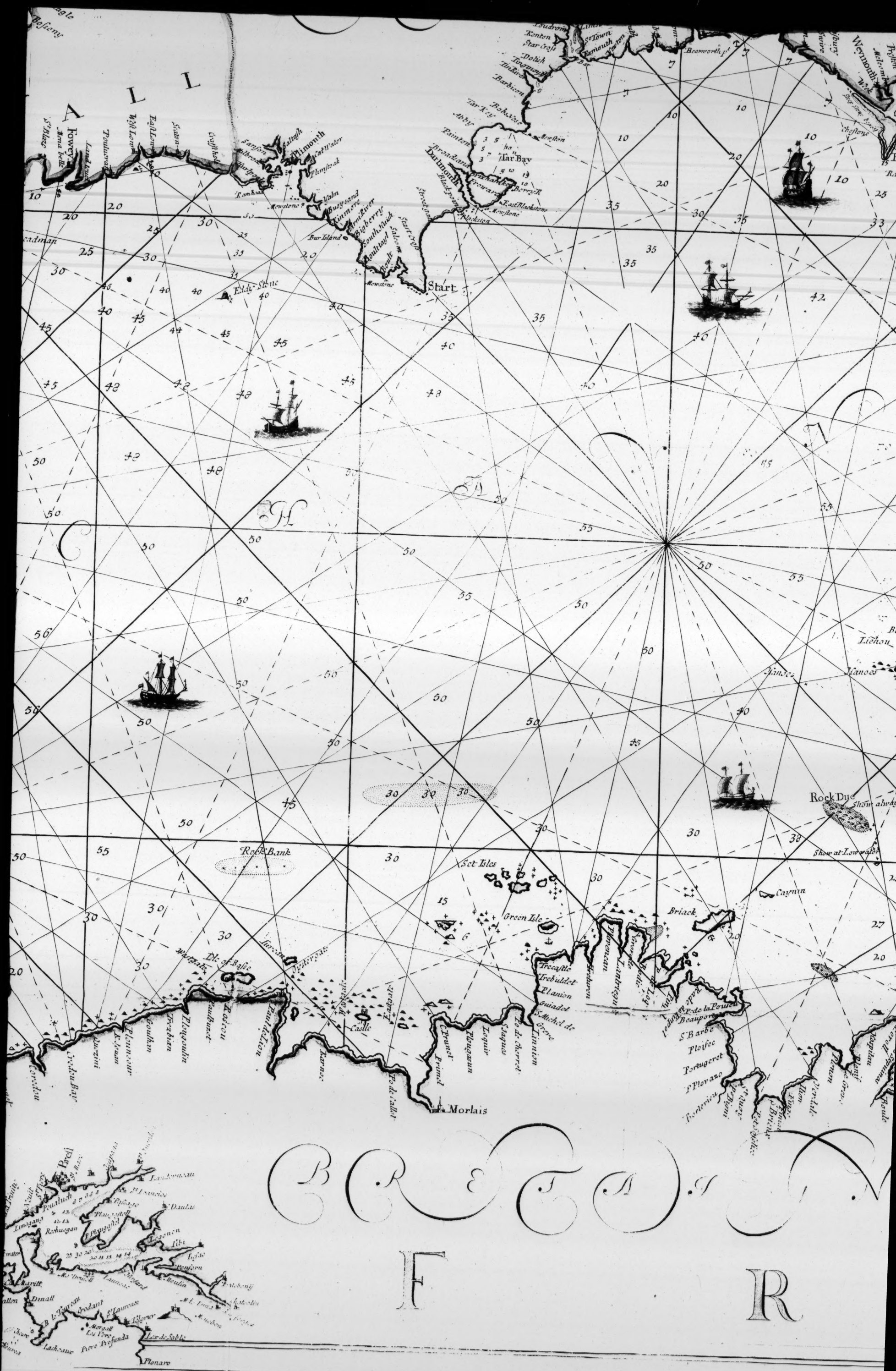
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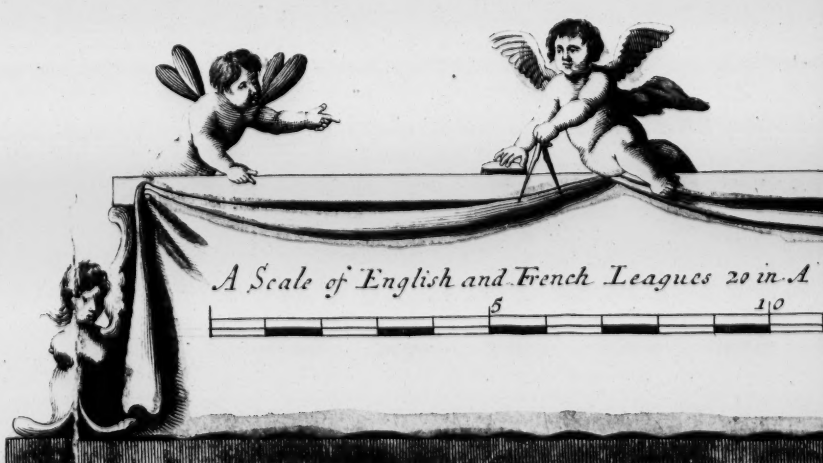
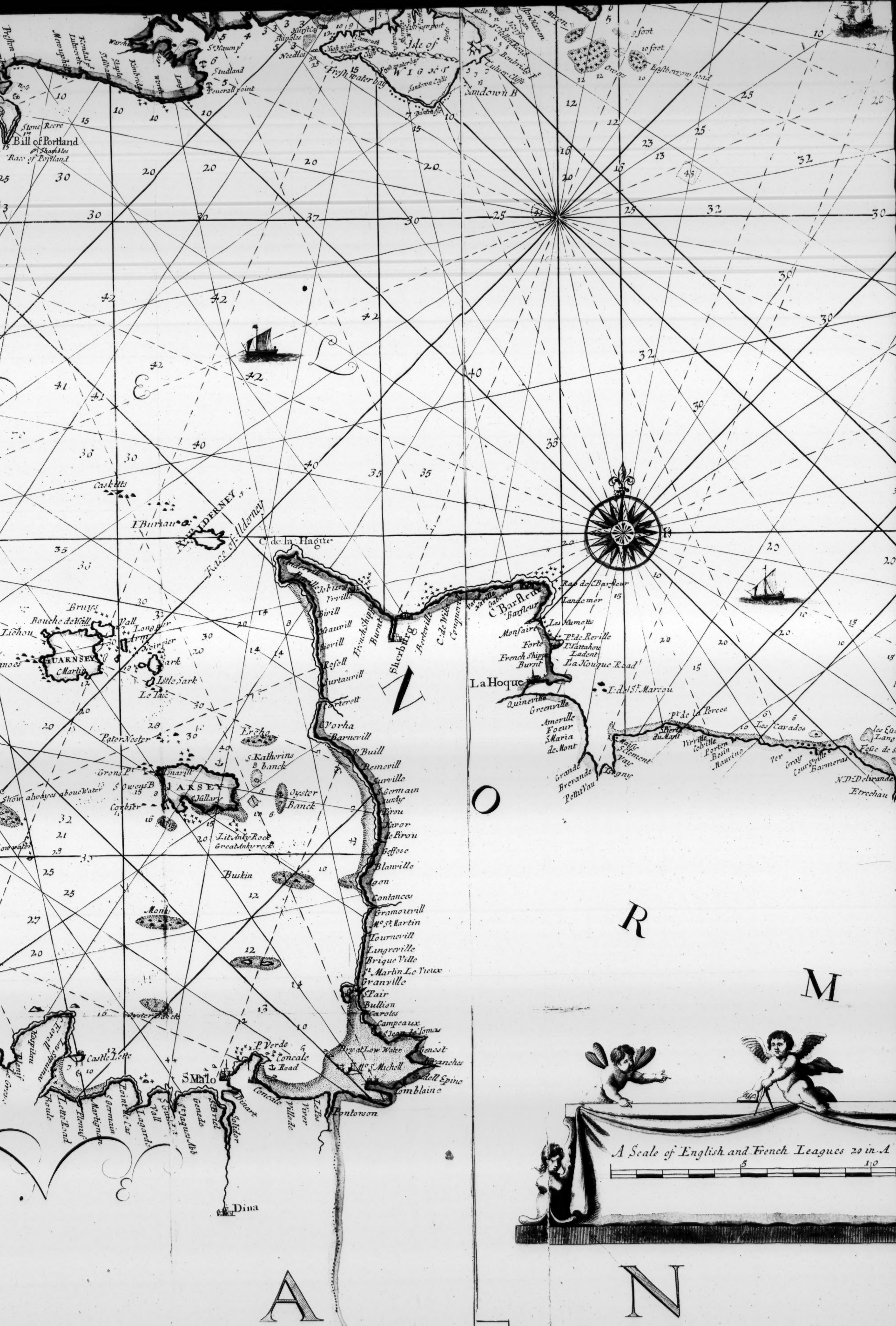


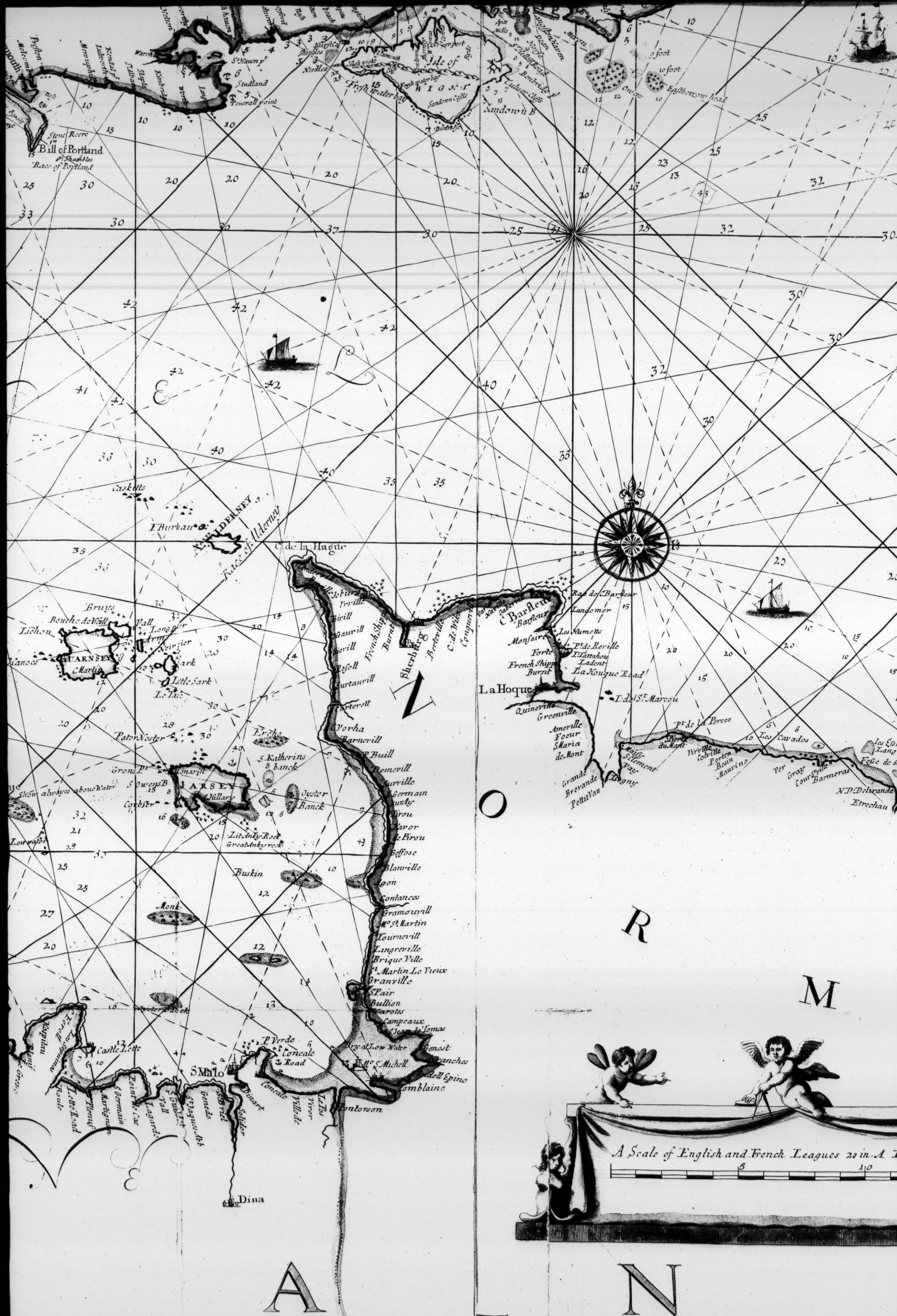


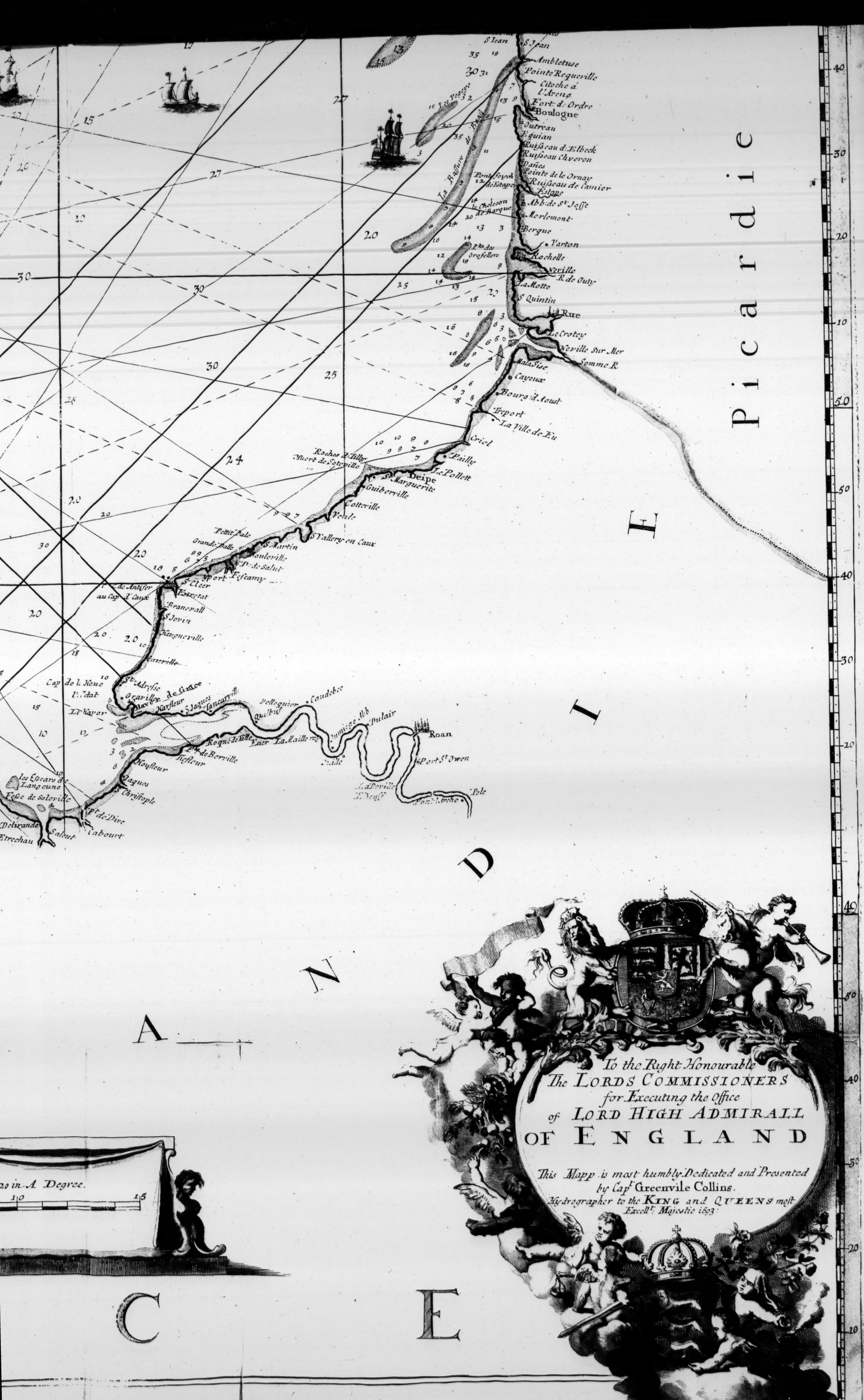
J. Harris Sculp











Picardie

To the Right Honourable
The LORDS COMMISSIONERS
for Executing the Office
of LORD HIGH ADMIRALL
OF ENGLAND

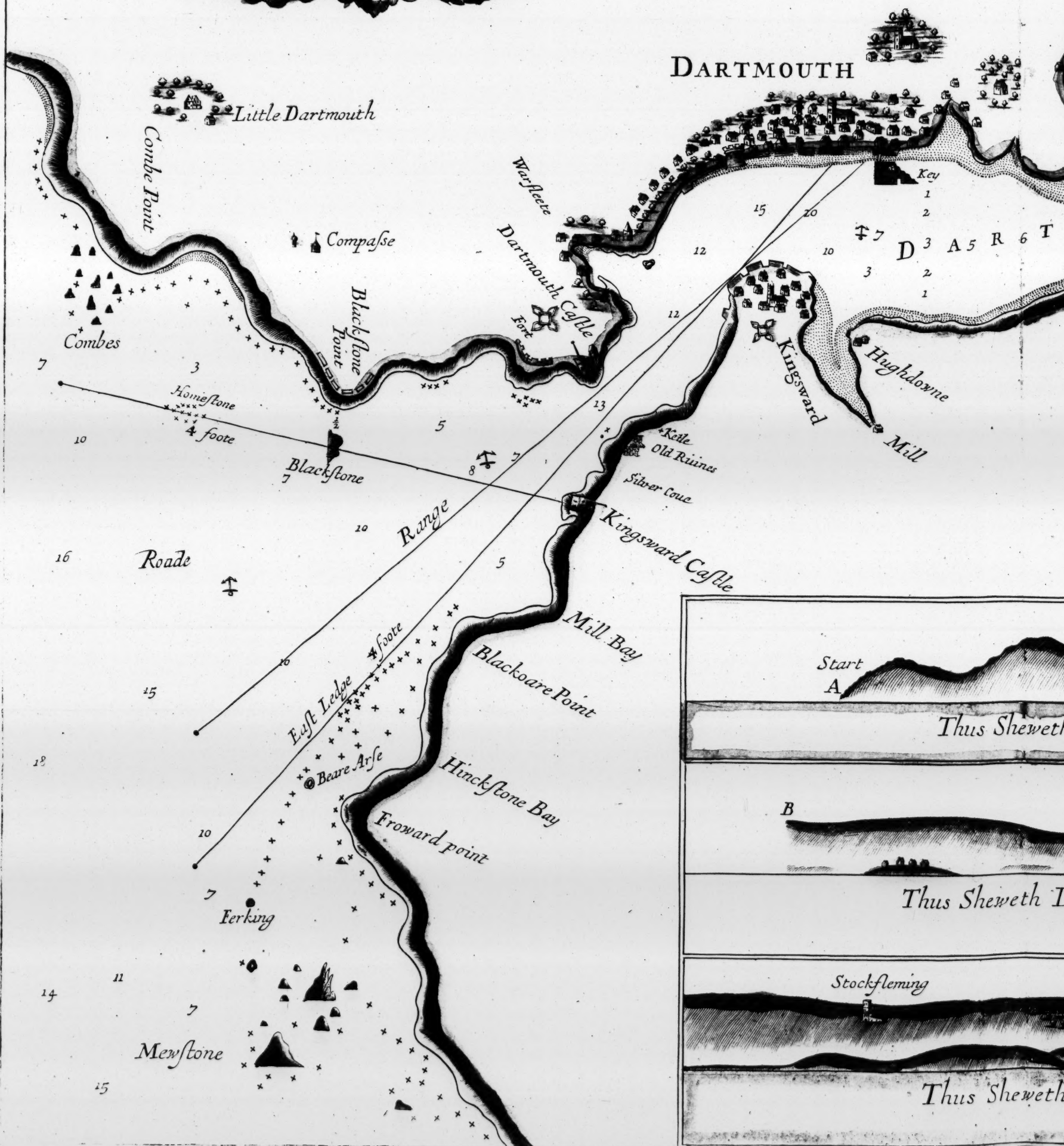
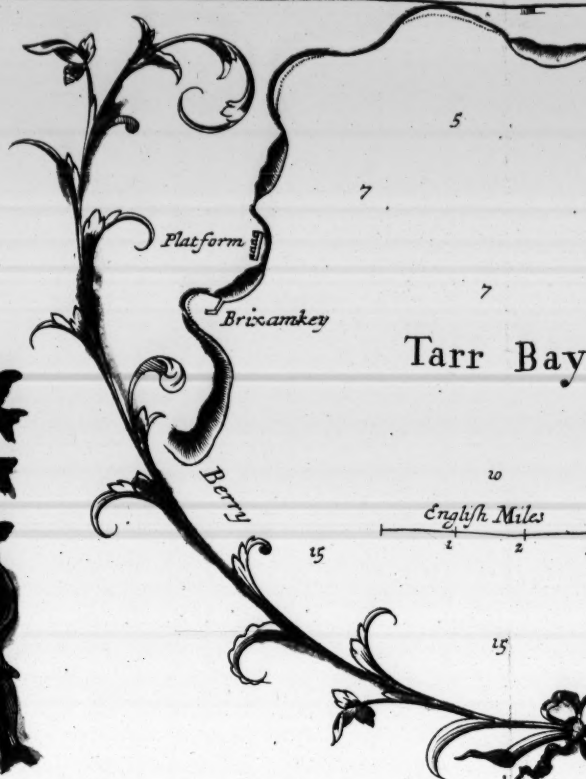
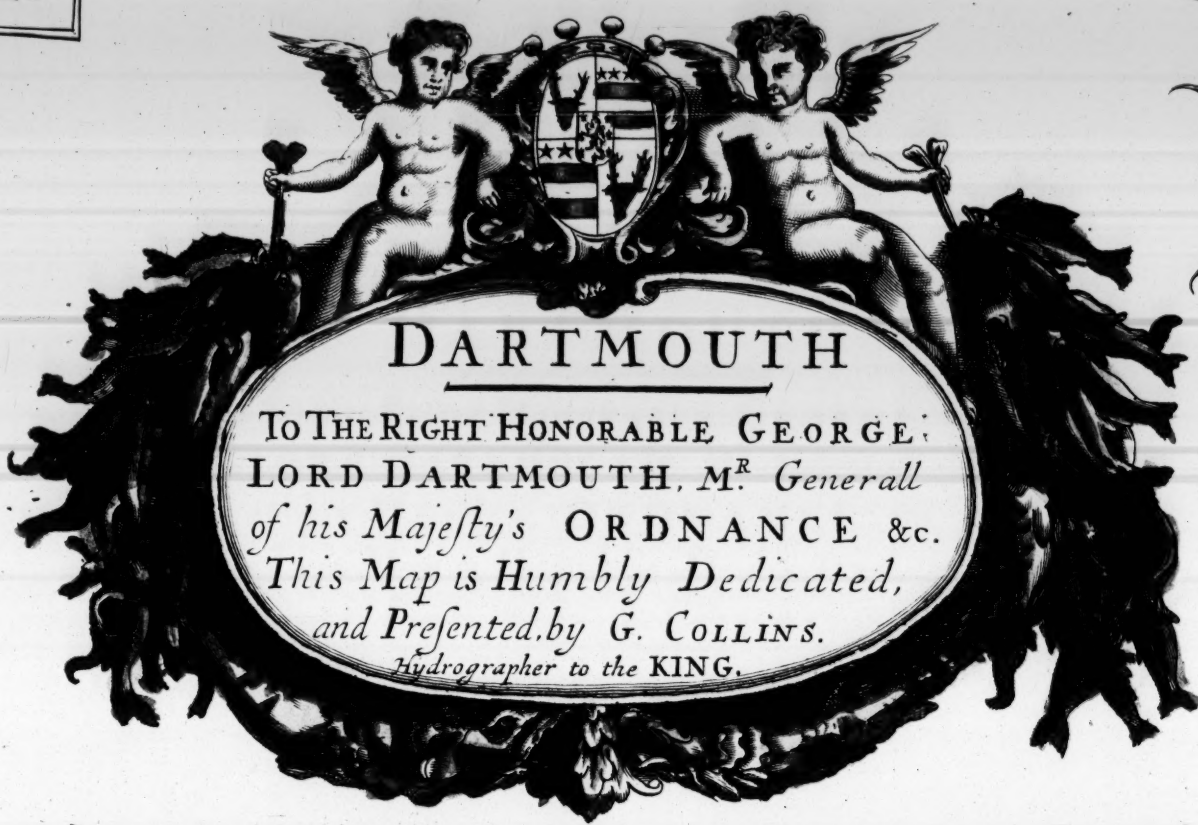
This Mapp is most humbly Dedicated and Presented
by Cap^t Greenville Collins.
Hydrographer to the KING and QUEENS most
Excell^t Majestie 1663.

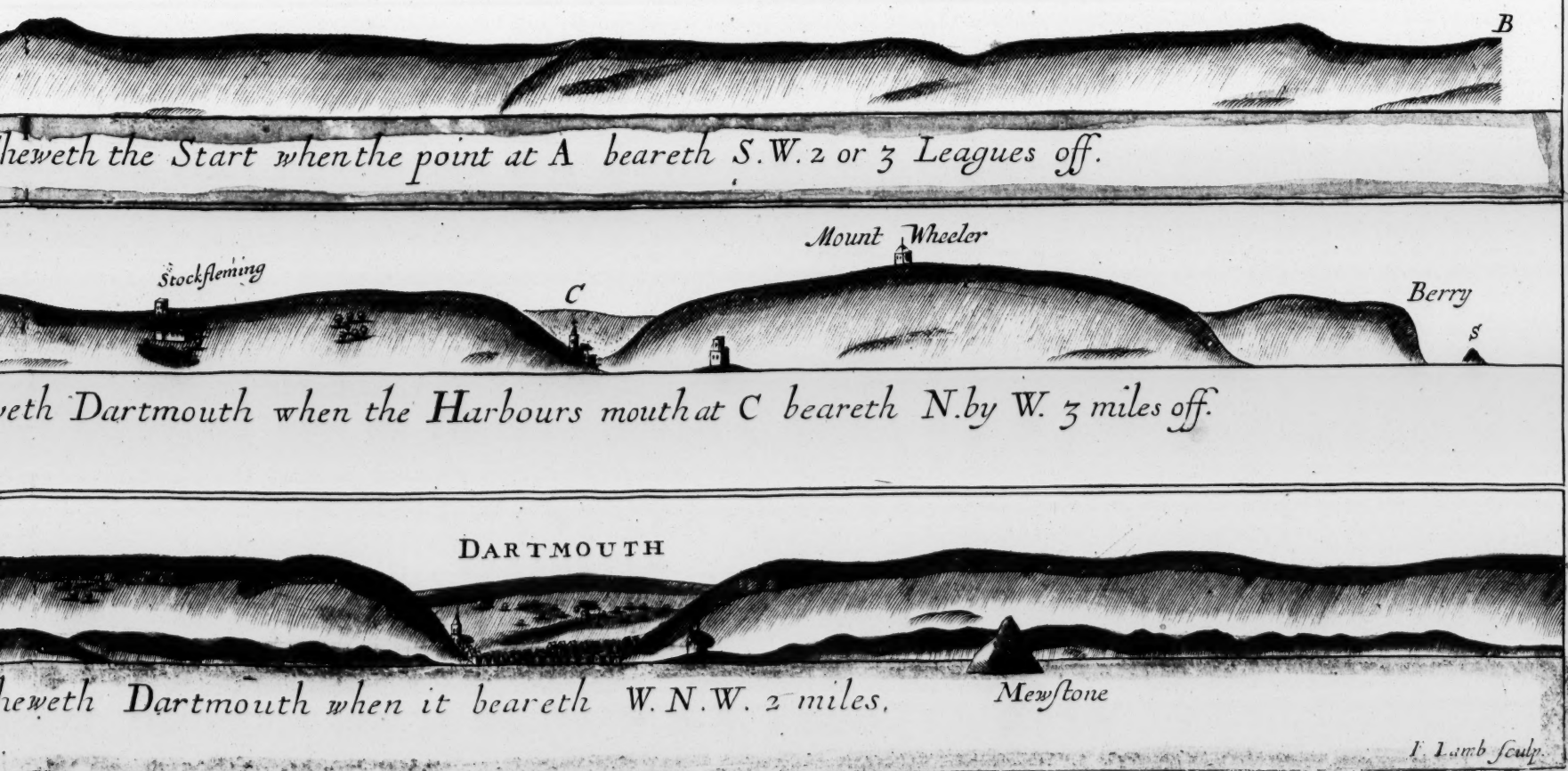
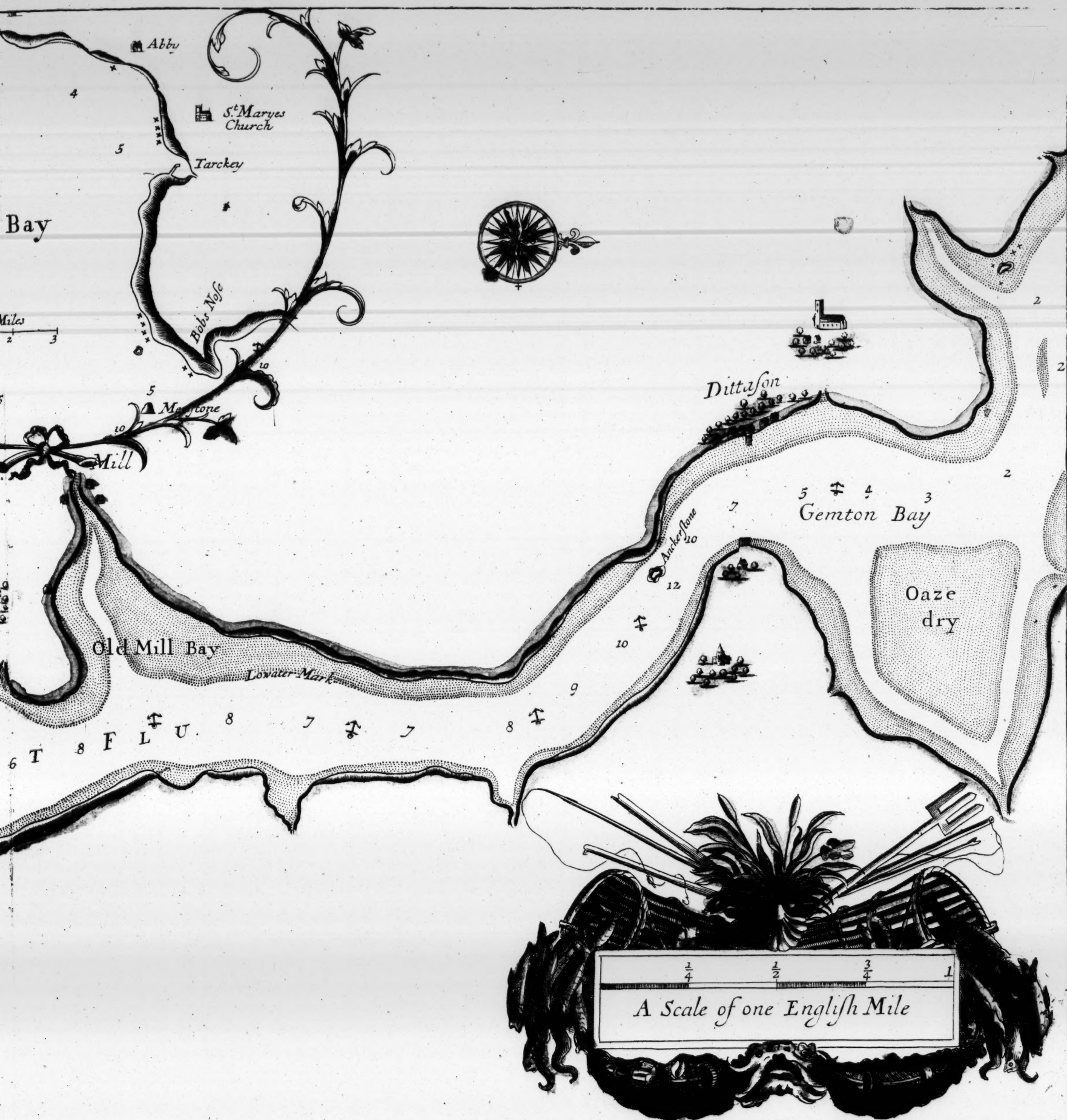
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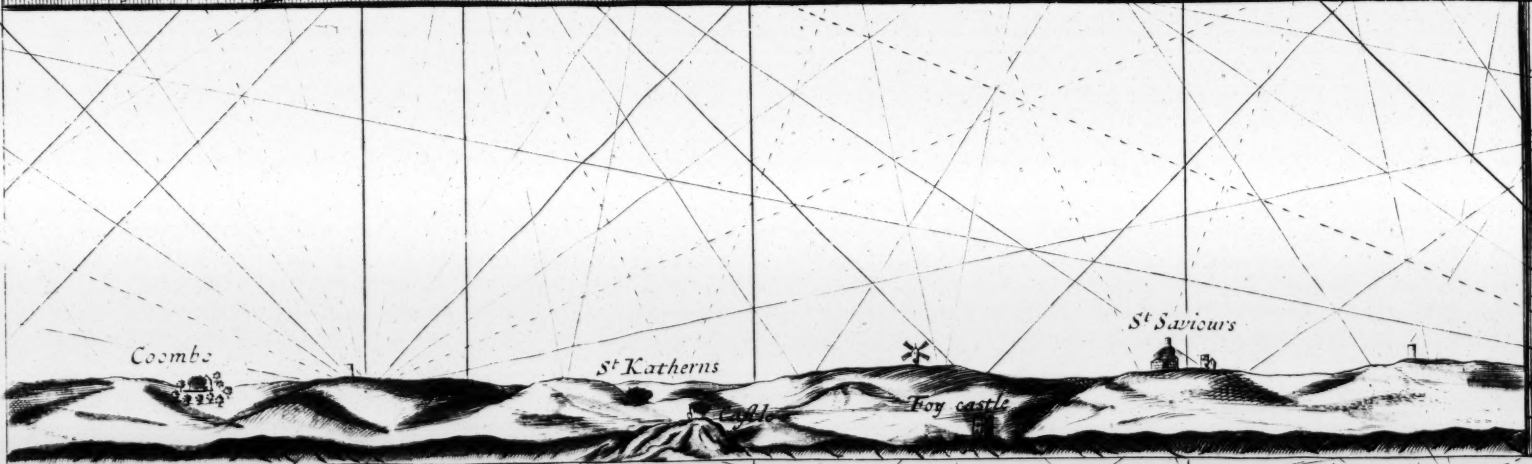
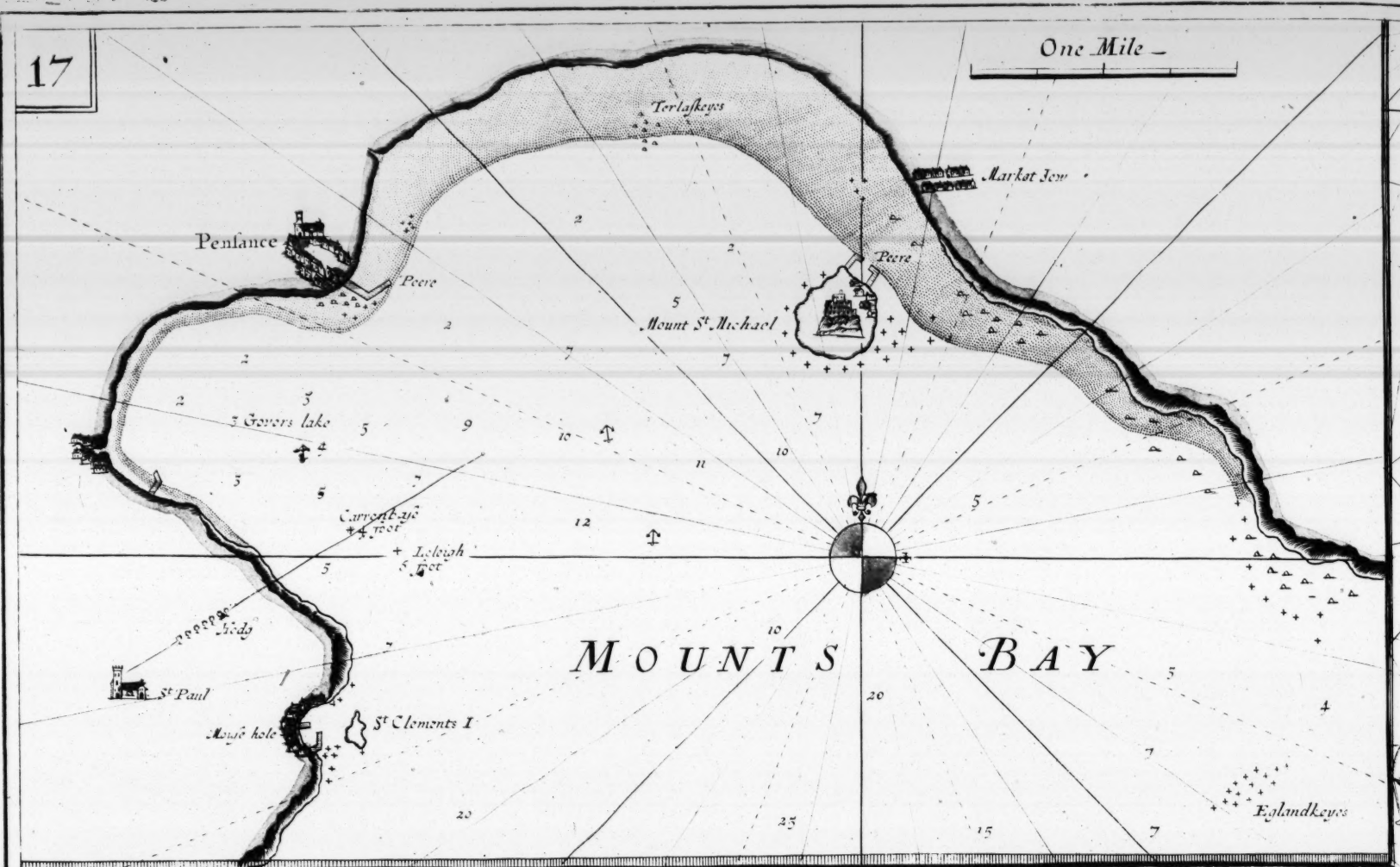




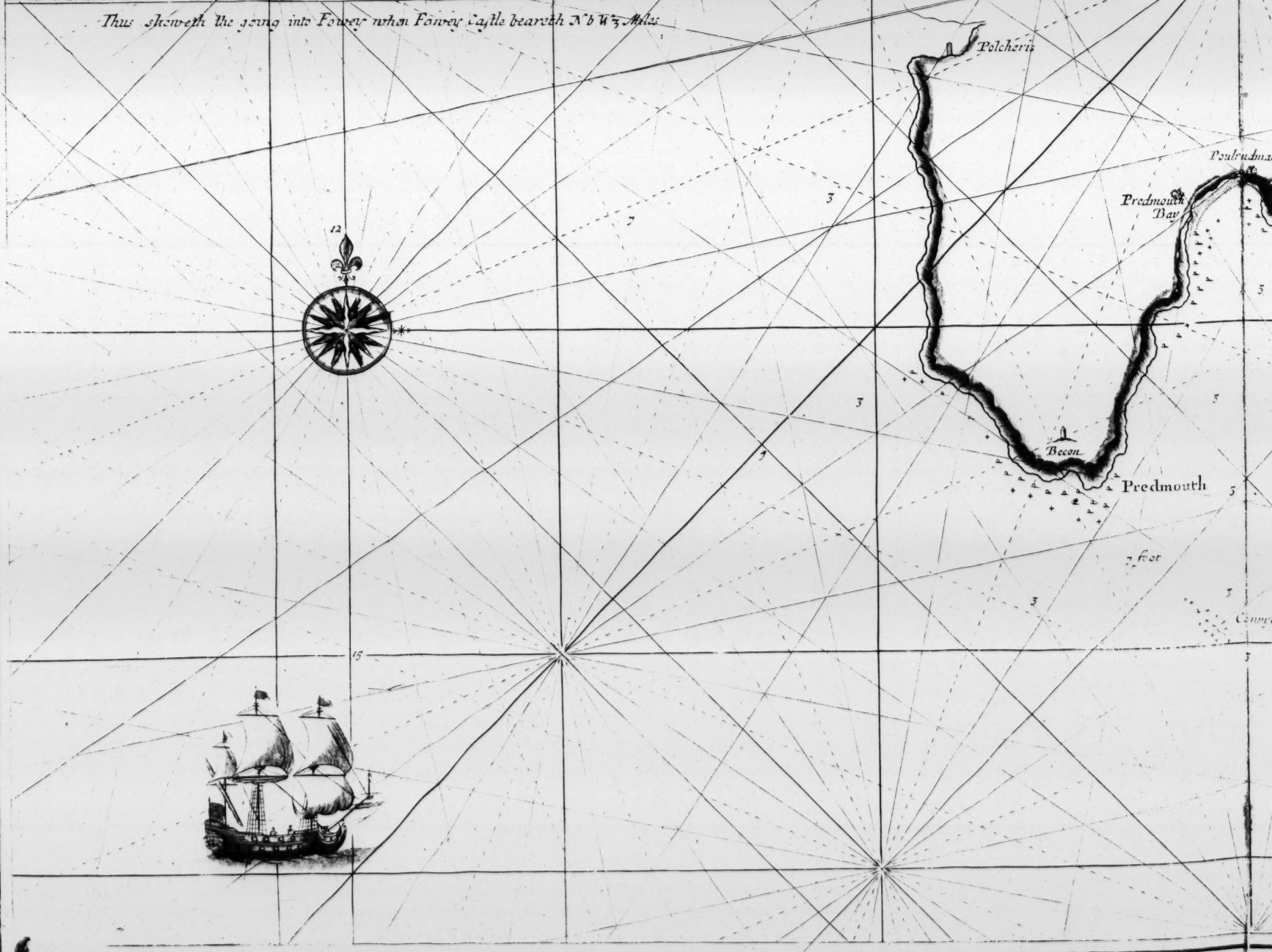


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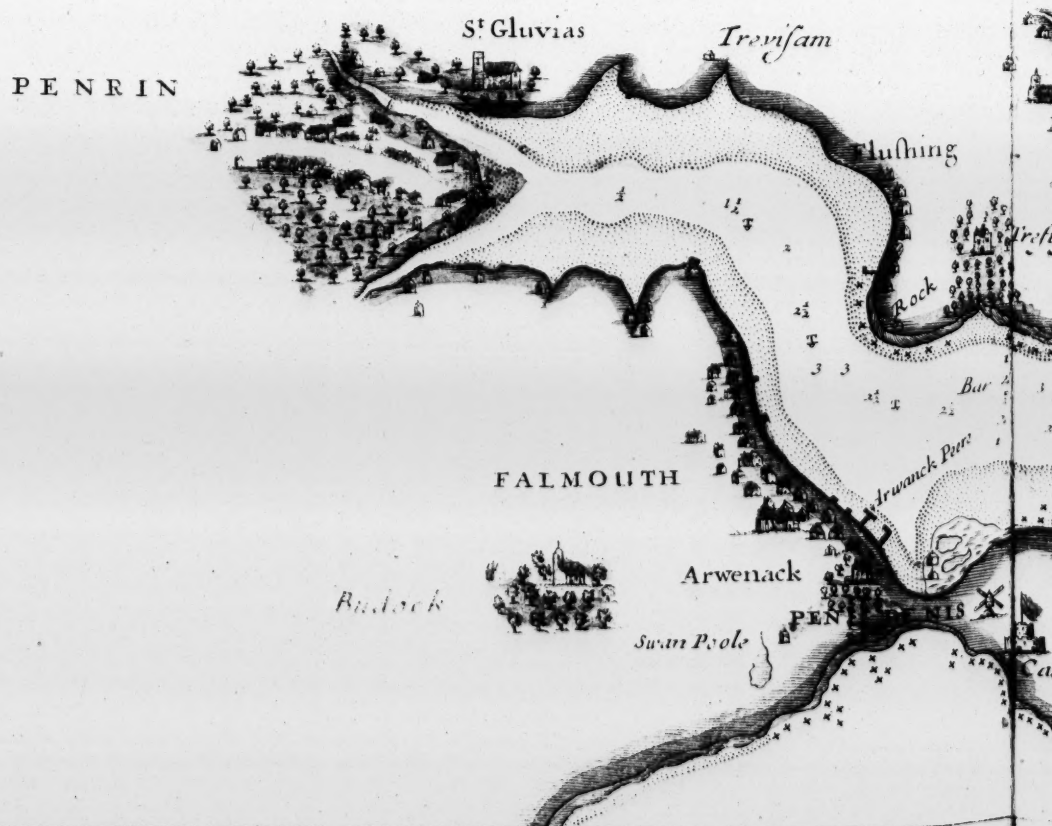
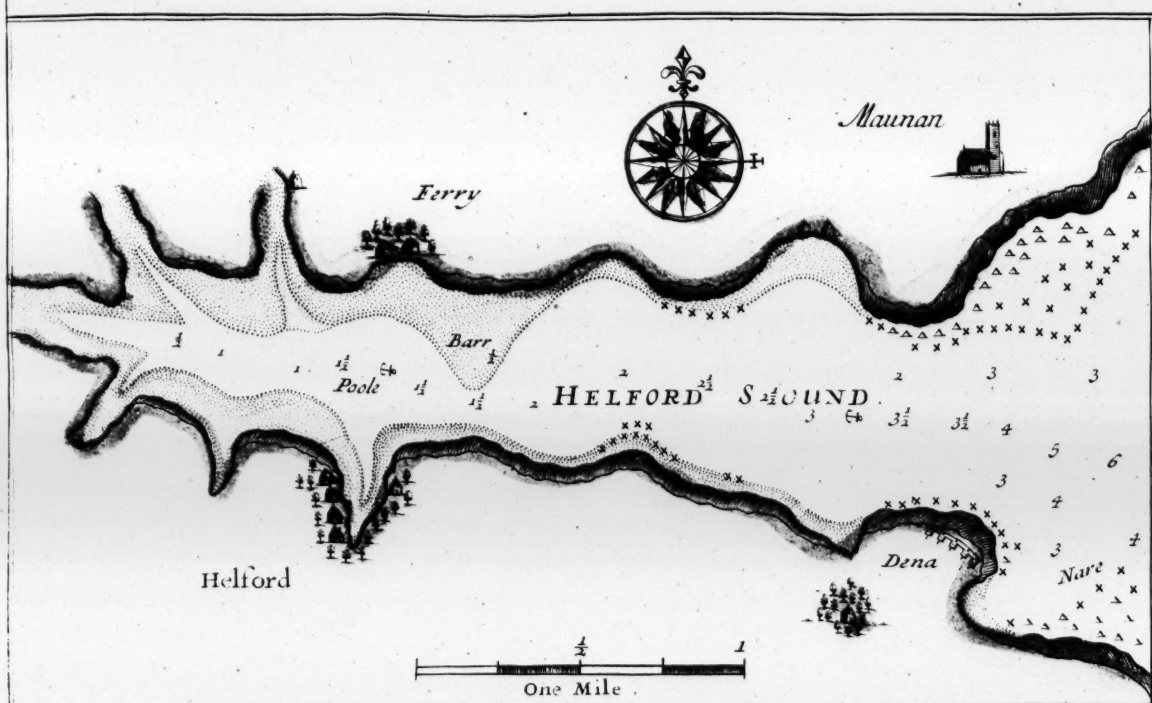
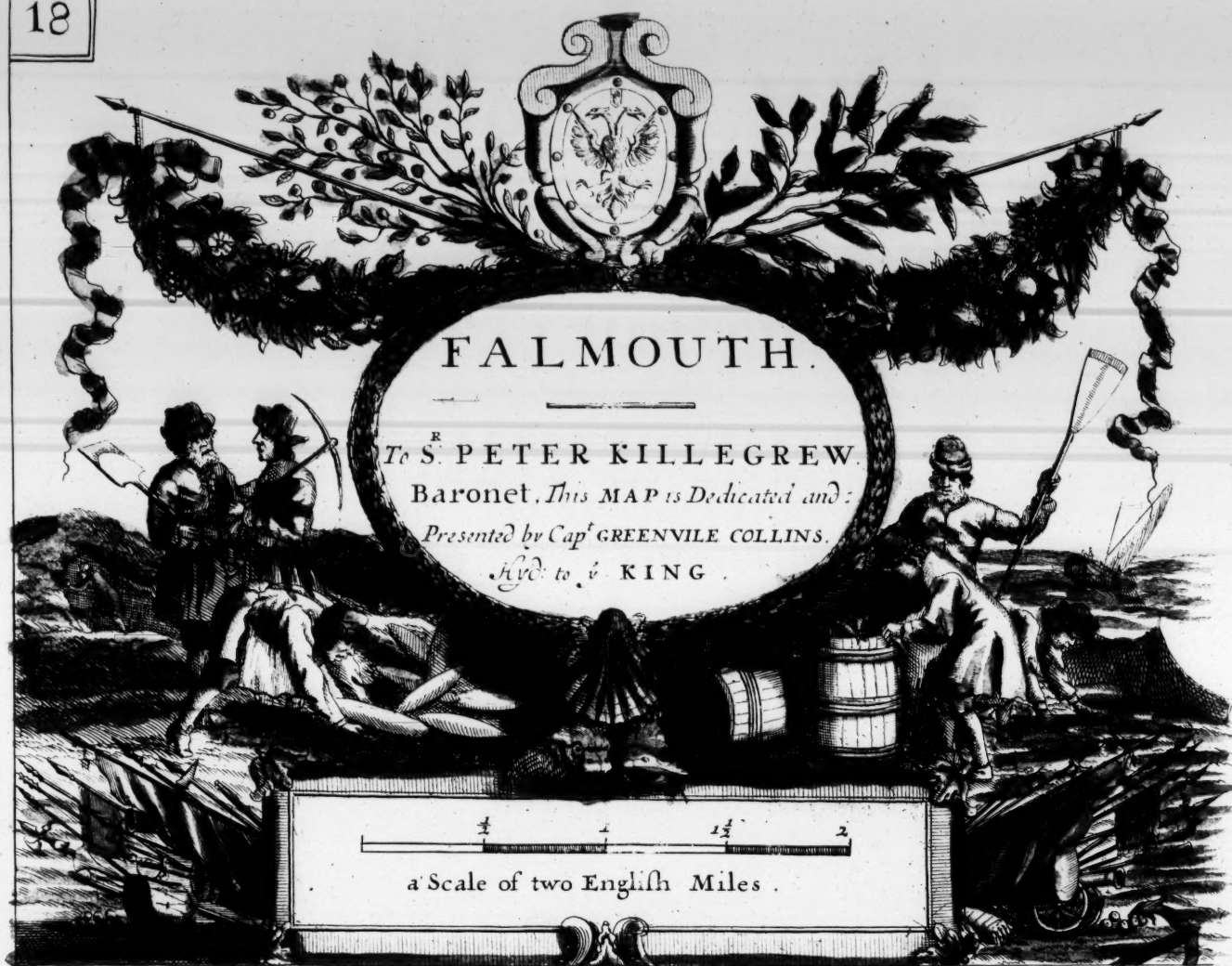


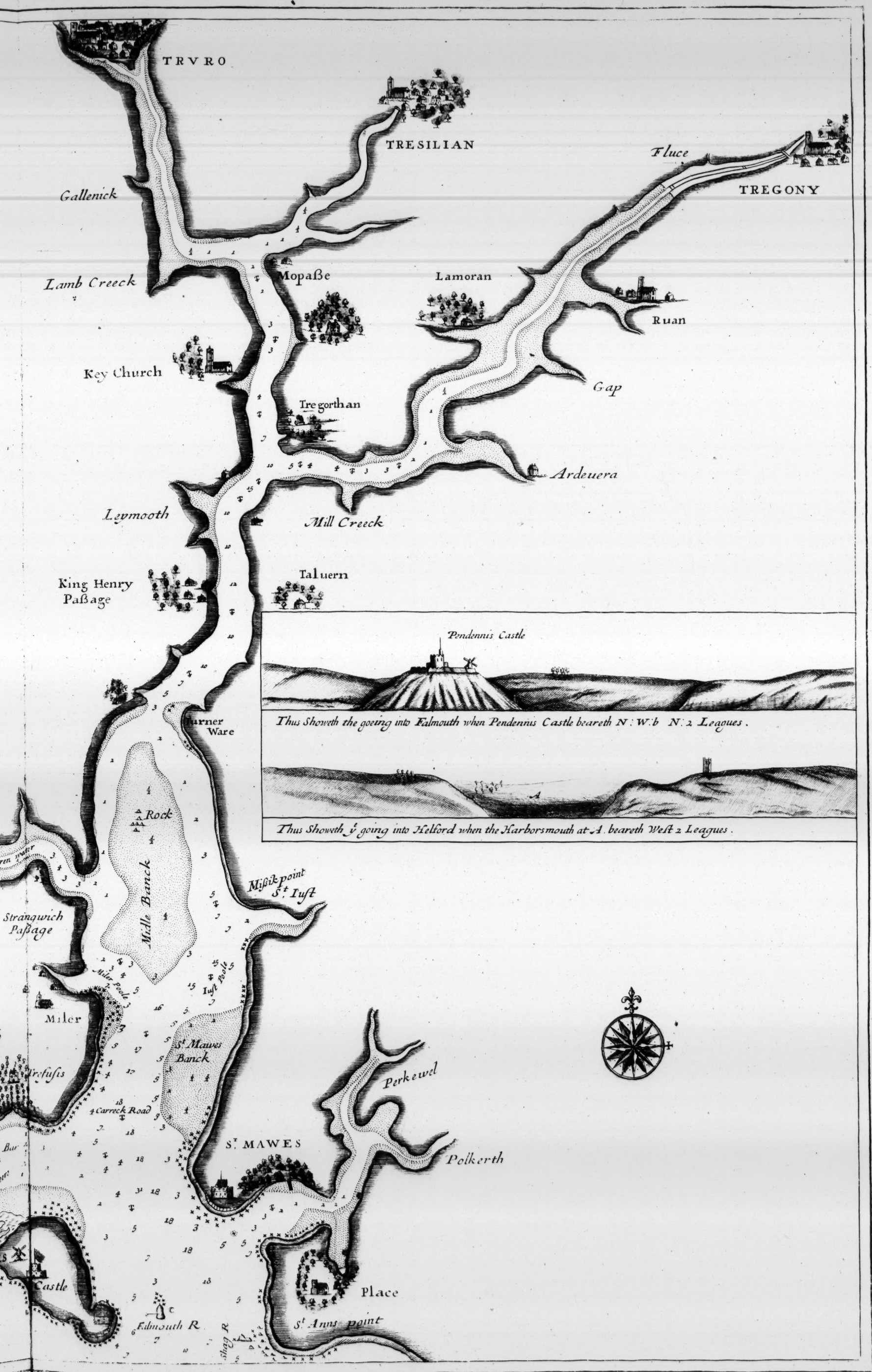


Thus sheweth the going into Fowey when Fowey Castle beareth N b W 7 Miles





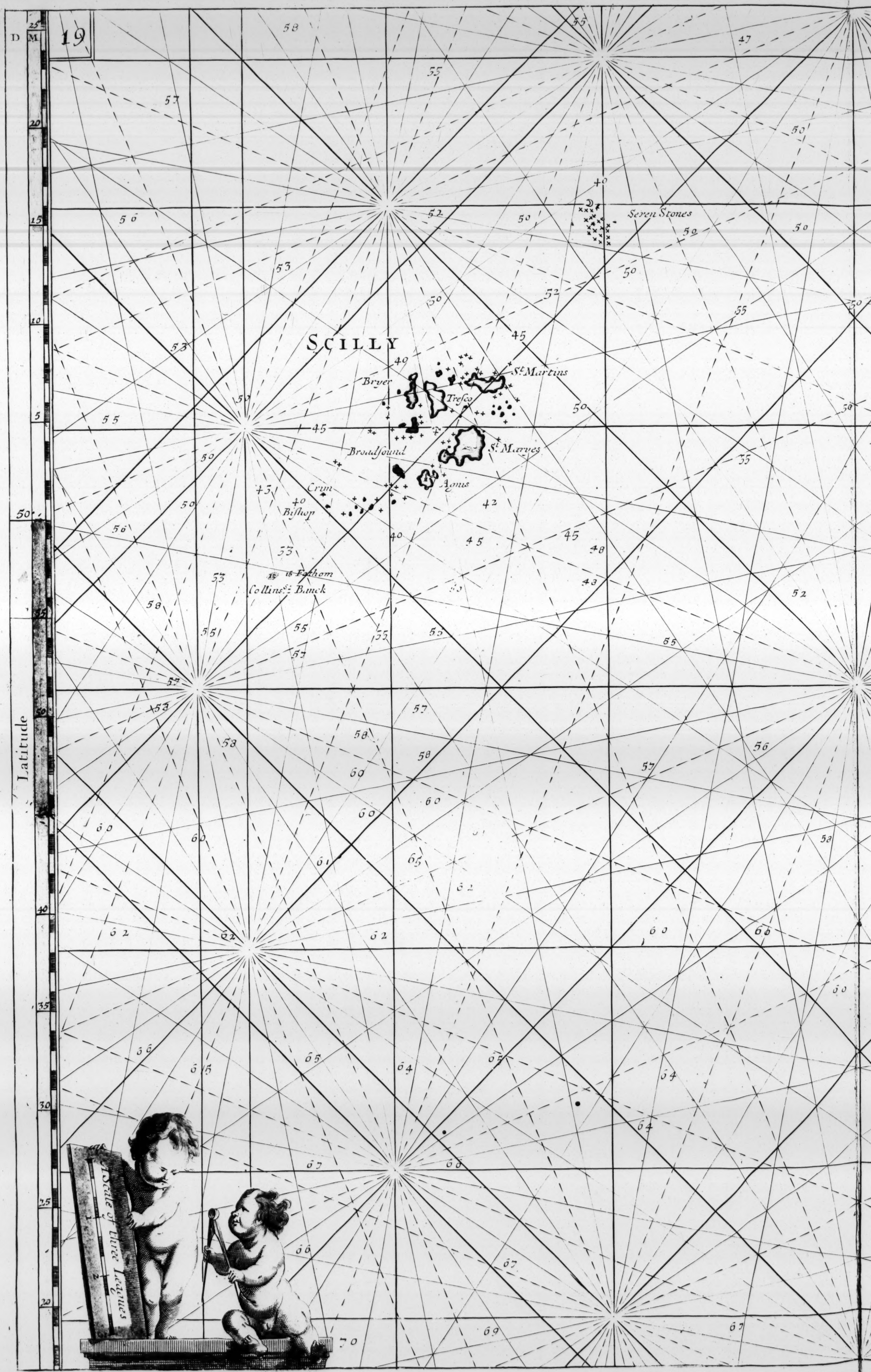


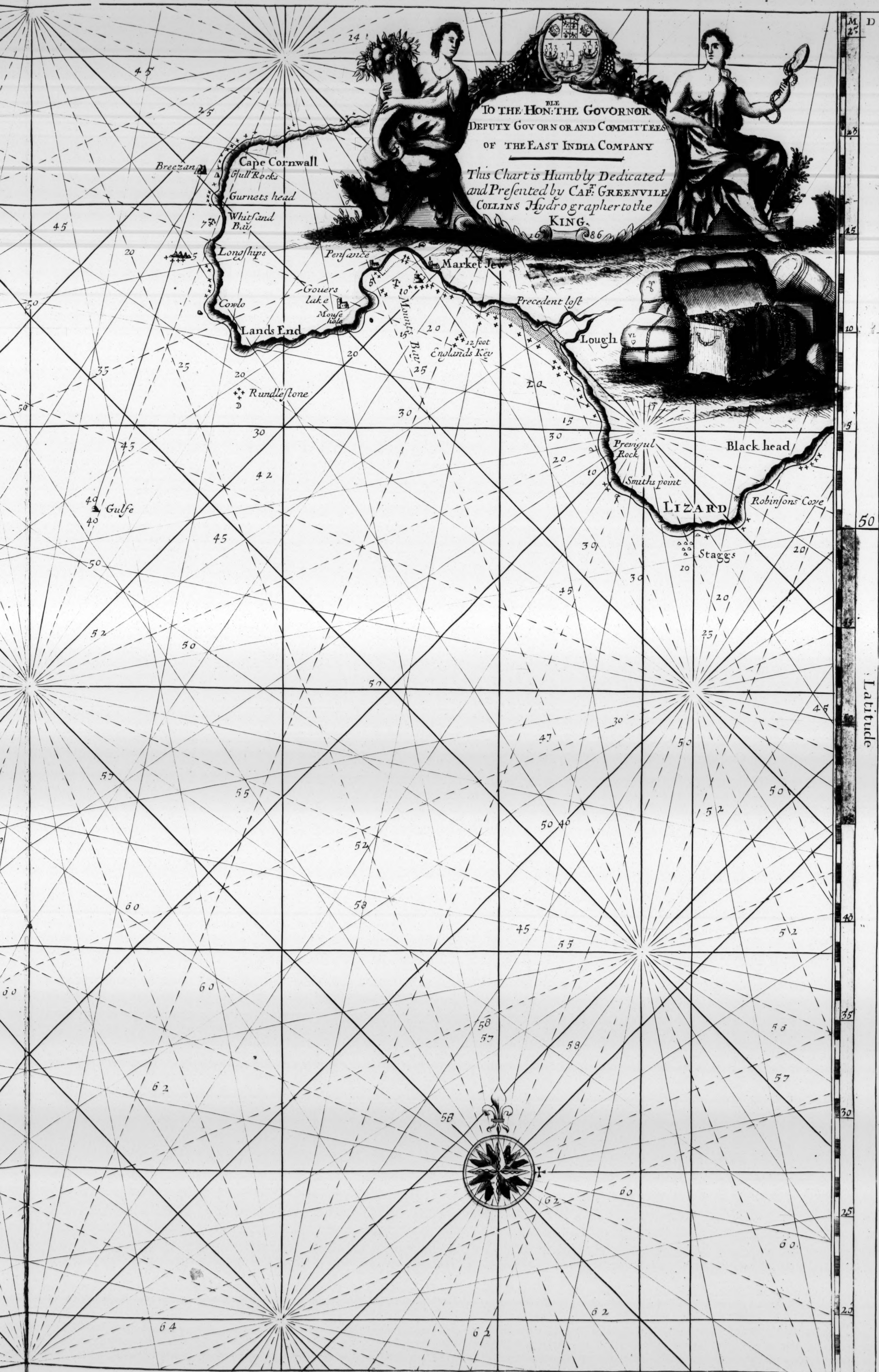


Pendennis Castle

Thus Showeth the going into Falmouth when Pendennis Castle beareth N: W. b N: 2 Leagues.

Thus Showeth the going into Helford when the Harborsmouth at A. beareth West 2 Leagues.



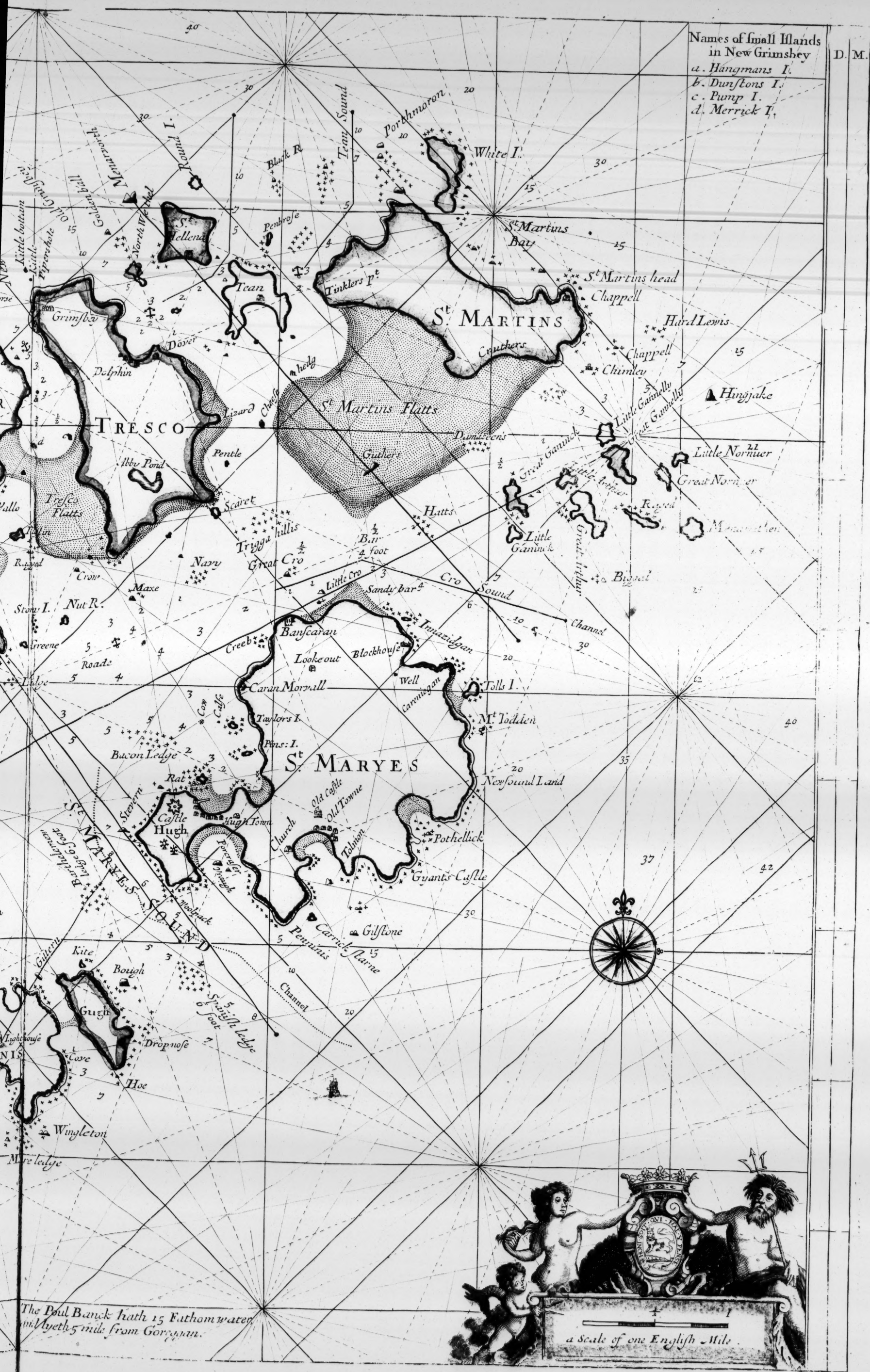


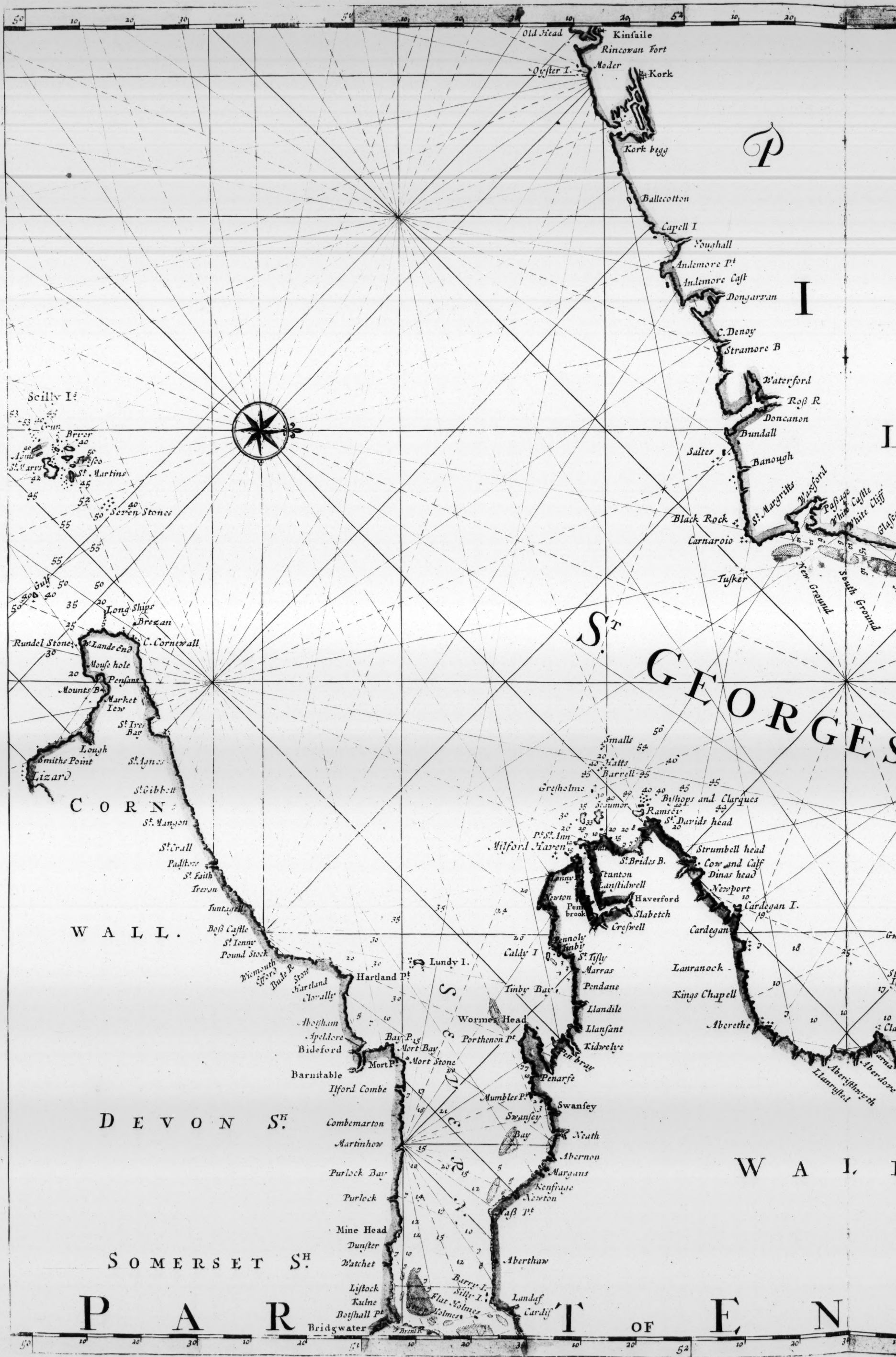
TO THE HON: THE GOVERNOR
DEPUTY GOVERNOR AND COMMITTEES
OF THE EAST INDIA COMPANY

*This Chart is Humbly Dedicated
and Presented by CAP: GREENVILLE
COLLINS Hydrographer to the
KING.*

Latitude



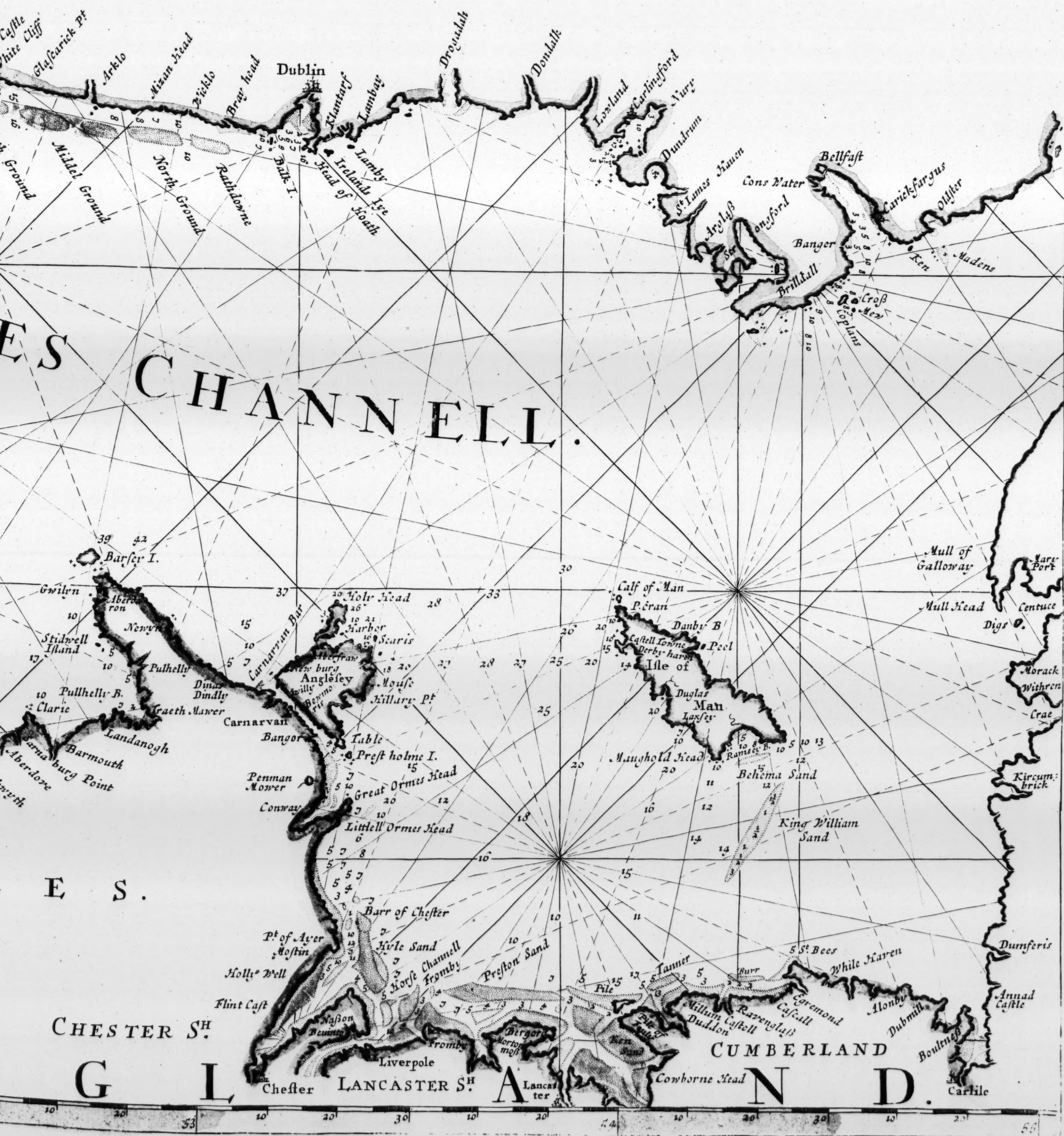


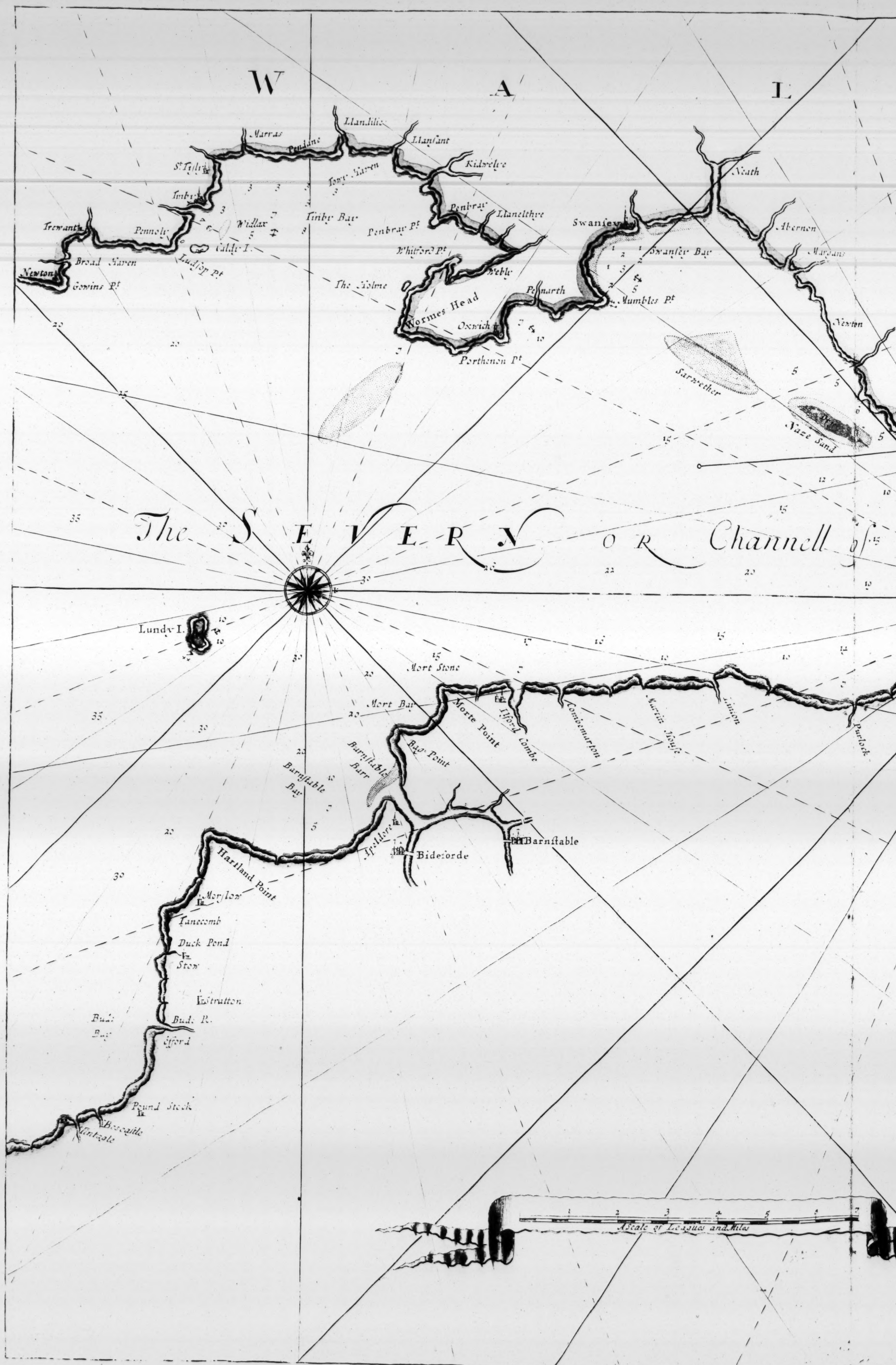


A R T O F

R E L A N D

L E N S T E R .





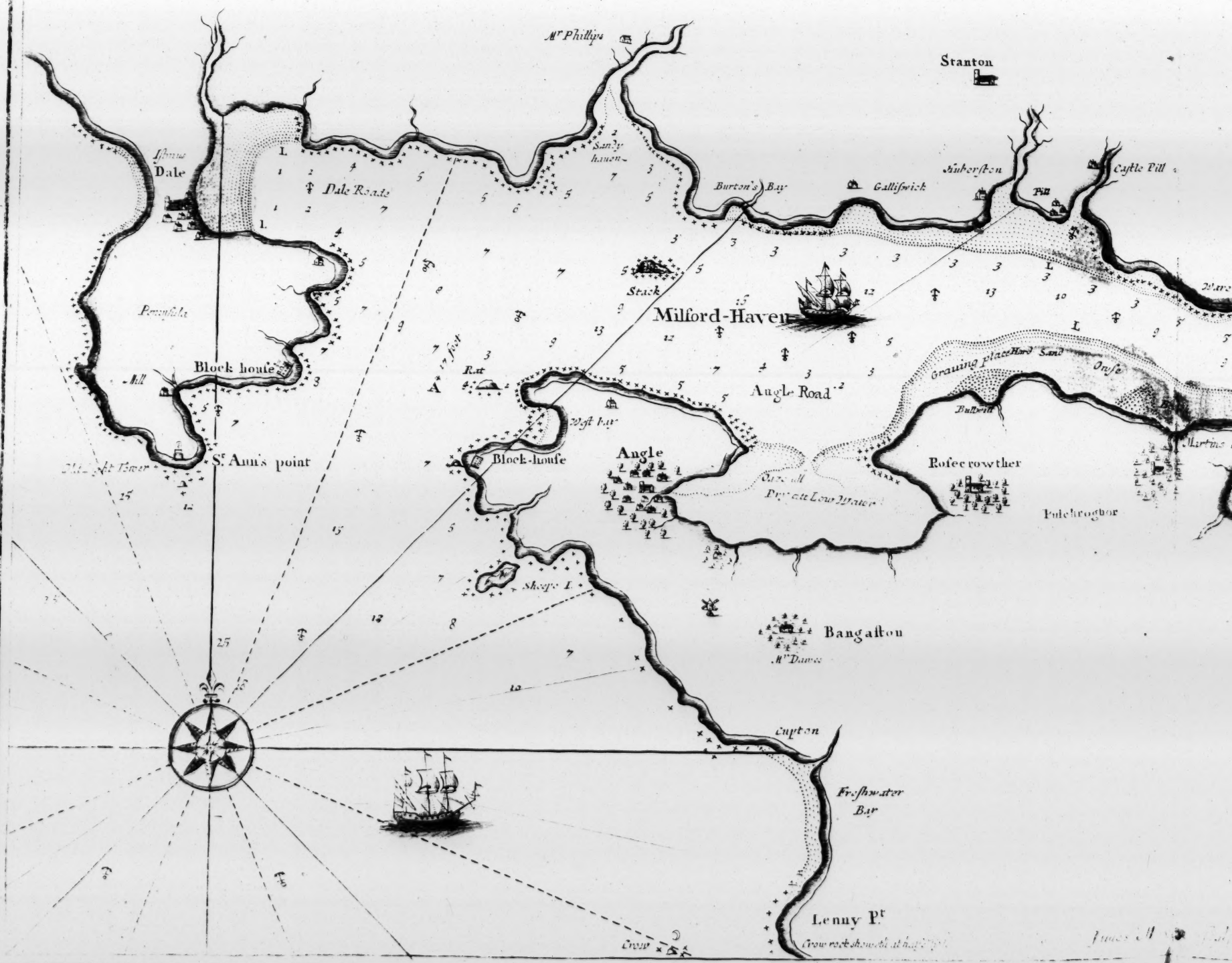
MILFORD-HAVEN.

TO HIS GRACE
HENRY

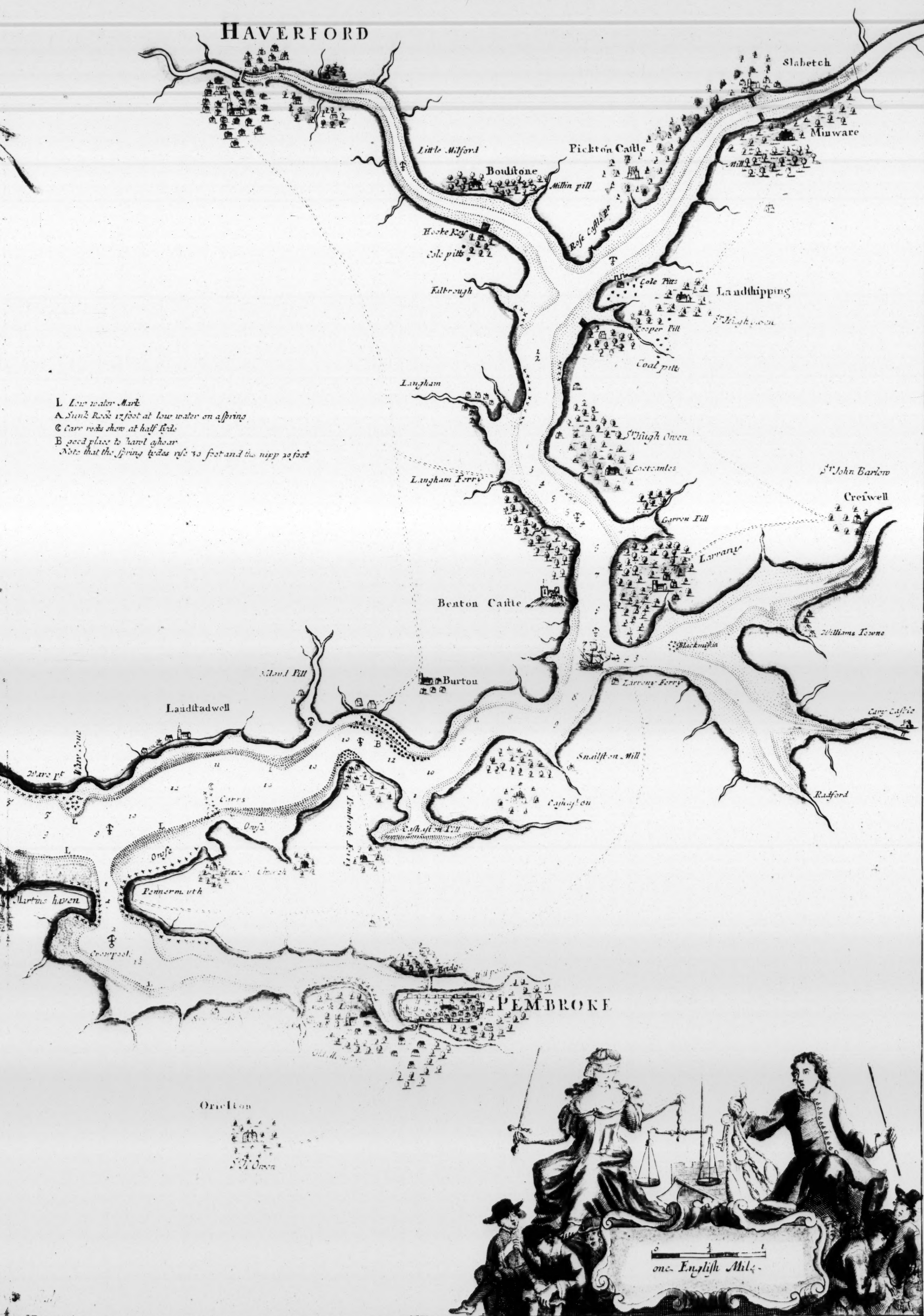
Duke of BEAUFORT, and Earle
of Worcester, Baron Herbert of Chep-
stoll, Raglan, and Gower. Lord President,
and Lord Lieut of Wales, &c.

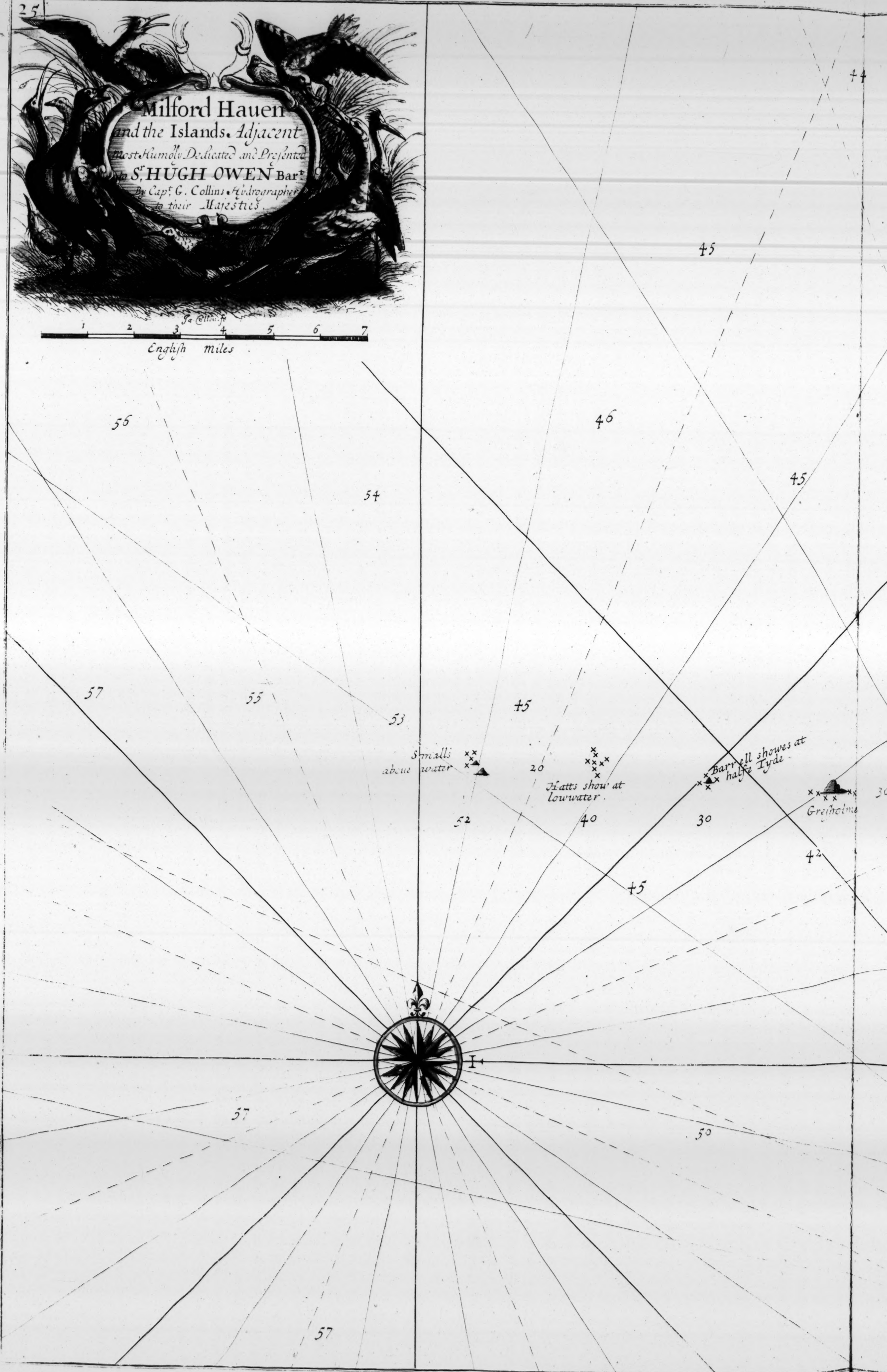
This Draught of MILFORD-HAVEN,
is humbly Dedicated and Presented by Cap.
Greenmule Collins. Hyd. to y.
King.

J. Collins sculp.

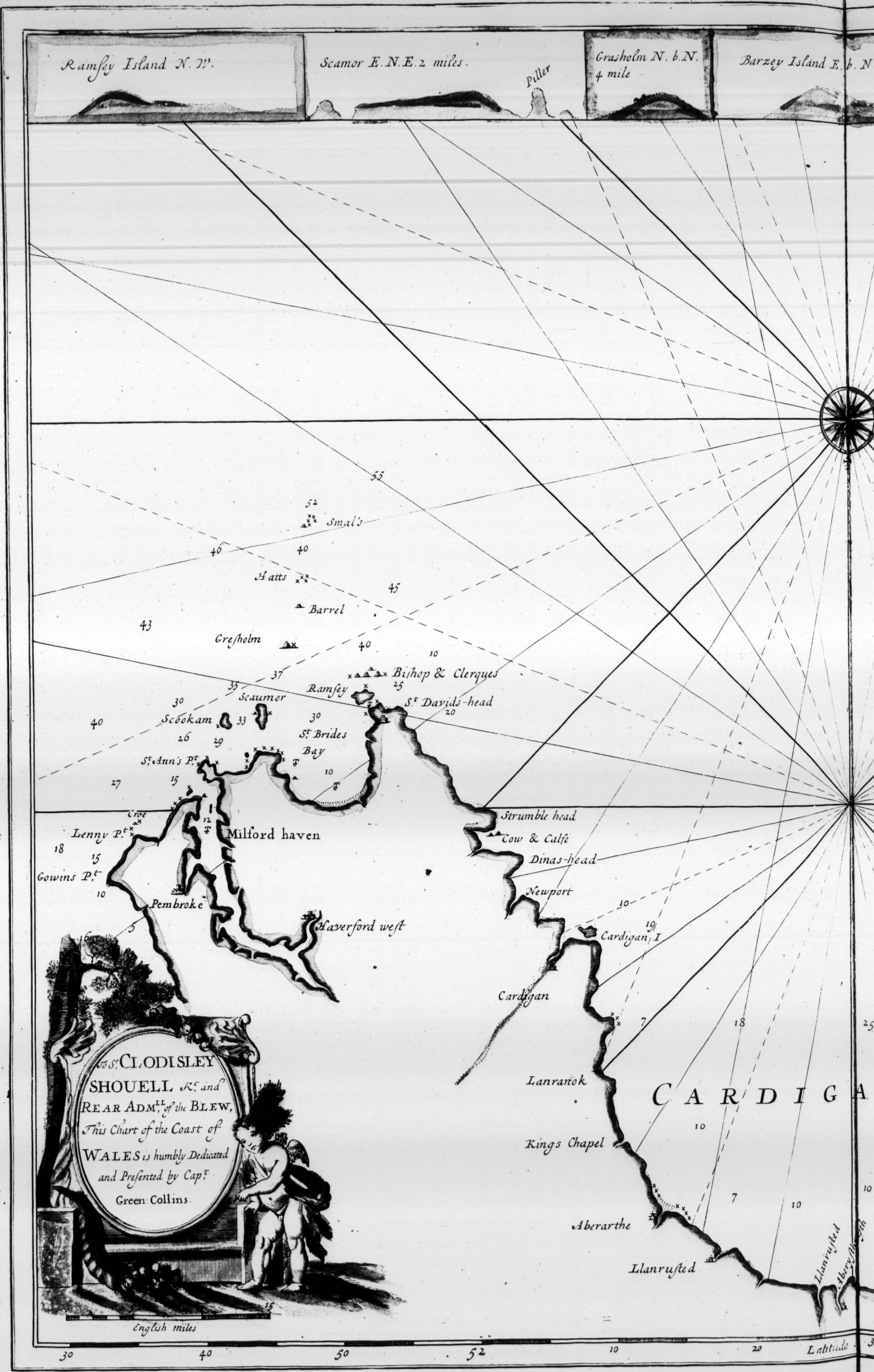


These Hills show at sea before the land, the sea side









Ramsey Island N. W.

Scamor E. N. E. 2 miles.

Pillar

Grasholm N. b. N. 4 mile

Barzey Island E. b. N.

Smal's

Hatts

Barrel

Grasholm

Bishop & Clergues

Scamor

Ramsey

S. David's-head

Scookam

S. Brides Bay

S. Ann's P.

Lenny P.

Gowins P.

Pembroke

Milford haven

Flaverford west

Strumble head

Cow & Calfe

Dinas-head

Newport

Cardigan

Cardigan I.

Lanranok

Kings Chapel

Aberarthe

Llanrusted

Llanrusted

TO S. CLODISLEY
SHOUILL, K. and
REAR ADM. of the BLEW,
This Chart of the Coast of
WALES is humbly Dedicated
and Presented by Cap.
Green Collins.

English miles

Latitude



Thus Sheweth Holy head when

Thus Sheweth Holy head when

Cole
6.foot

West Mouse

Carren Point

Carren Bay

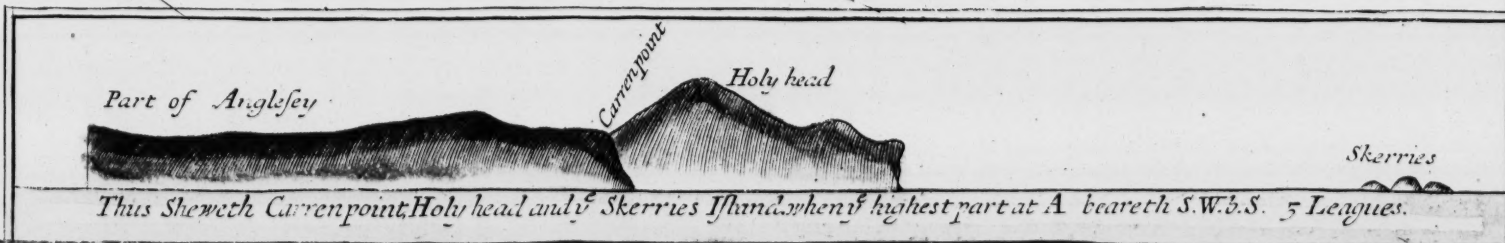
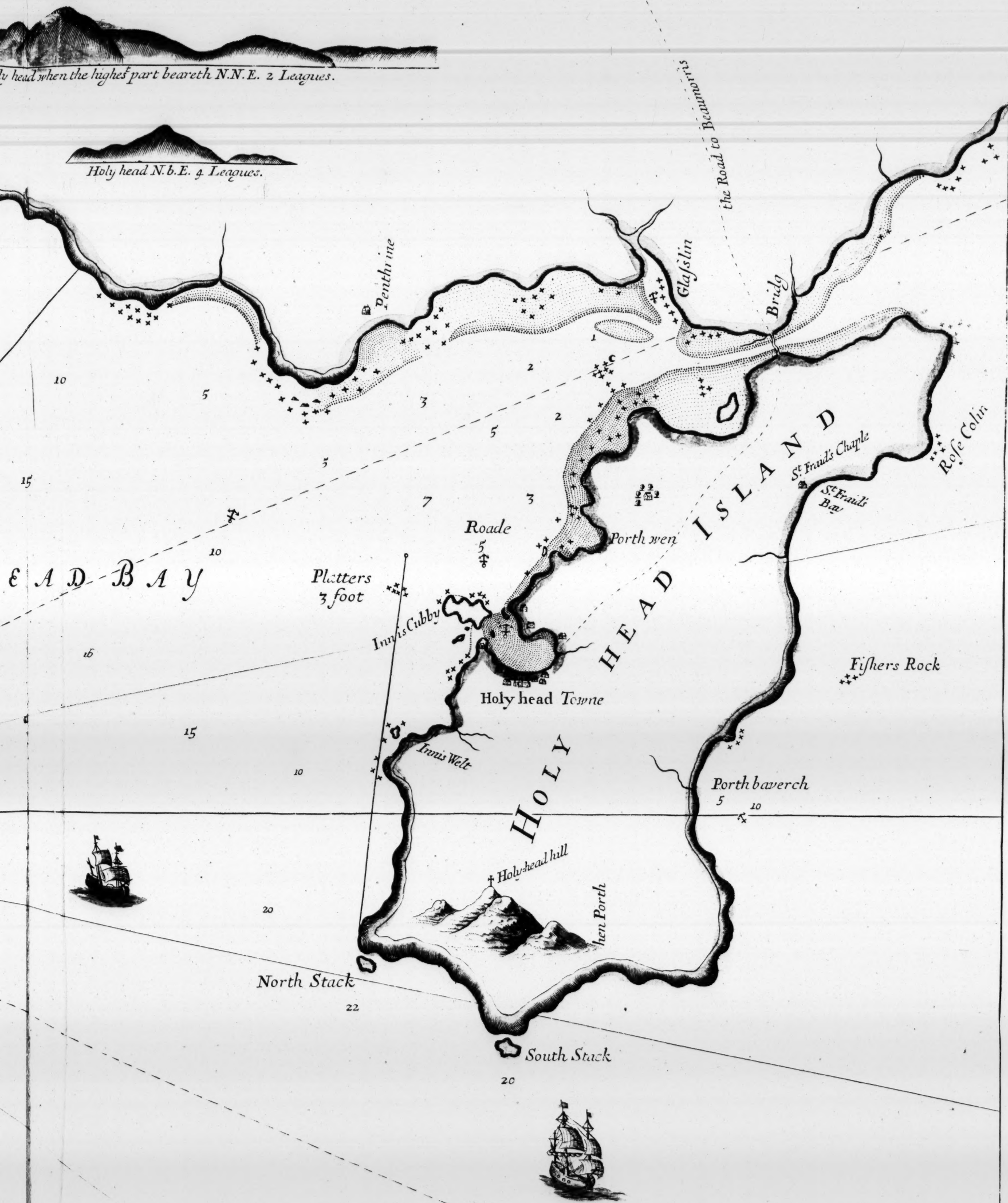
Platters

Skerries

Н О Л У Н Е А



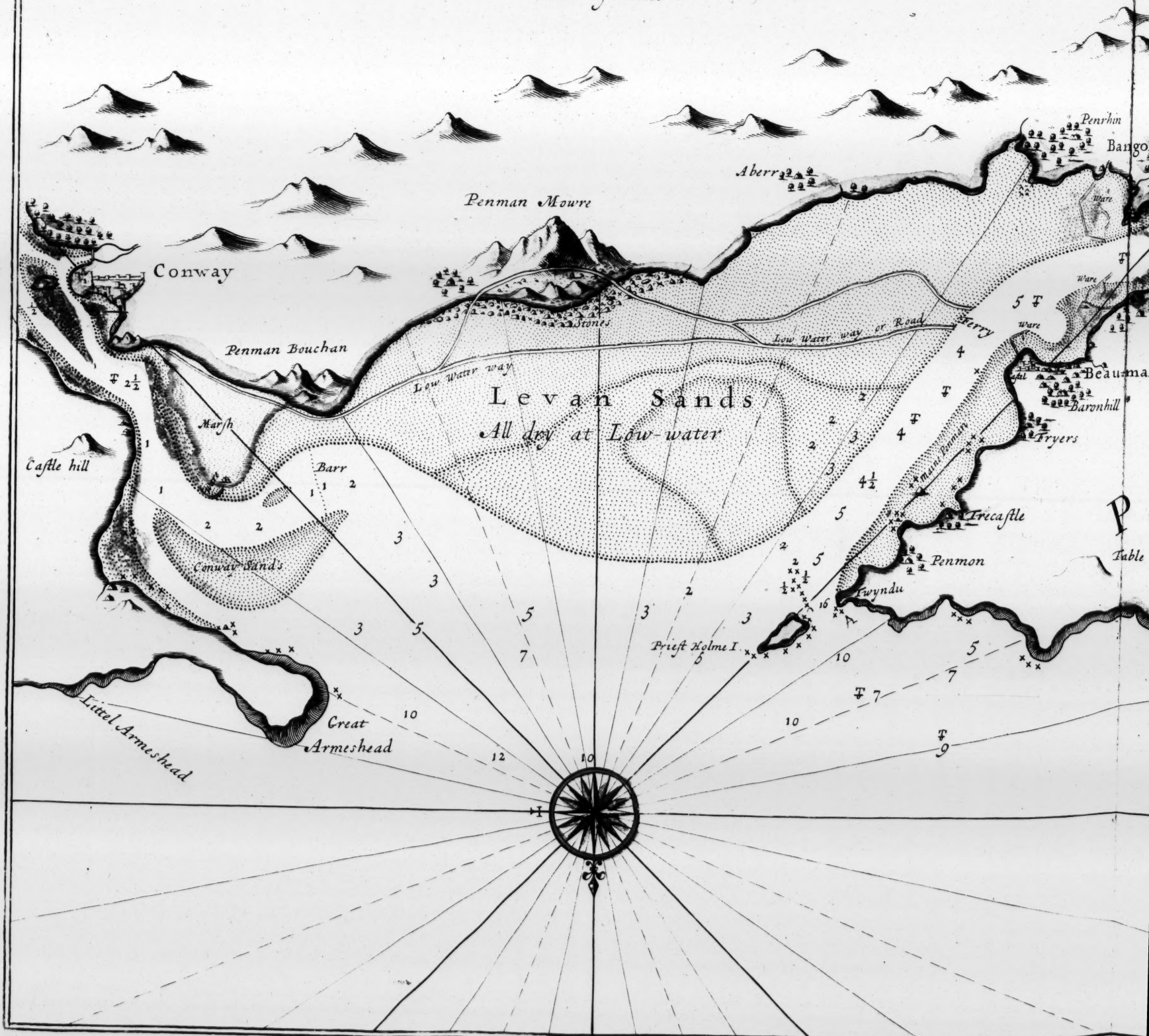
OF THE ISLAND OF ANGLESEY NORTH WALES.





P. OF CARNARVAN SHI

0 1 2 3 4 5
Scale of Miles.





HIRE.

enrhin
Bangor
Lodg
Beau-maris
onhill

P. OF
Table Round

Dinas House

CARNARVAN

Tuctel hill

Llanfair house

Llanfair Church

Mill

Trefarthin

Llaneddan

Sr Wm Williams
Vaynol

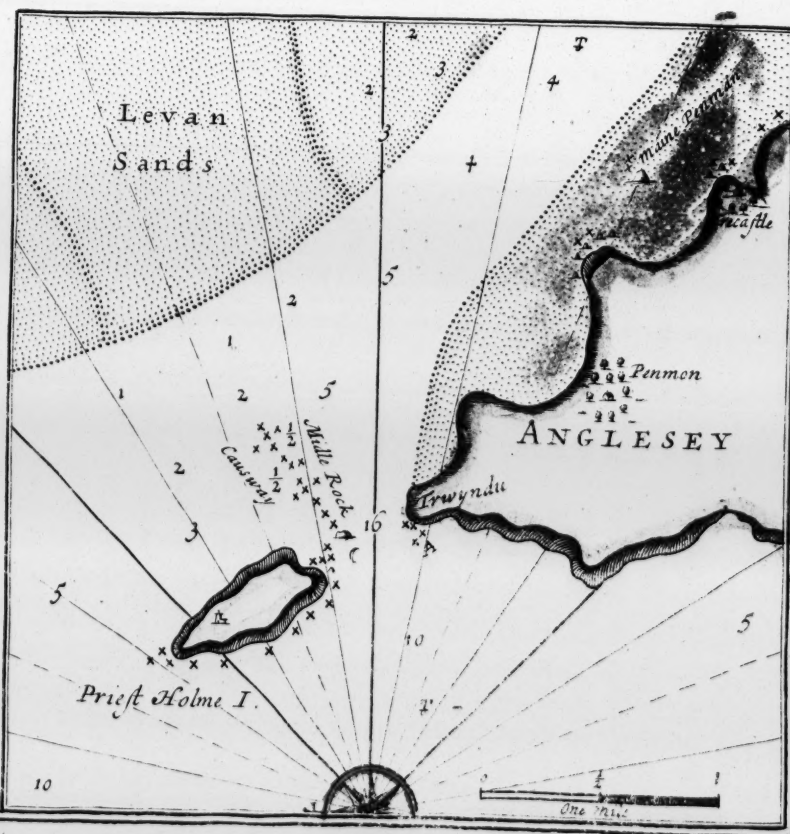
Plise newydd

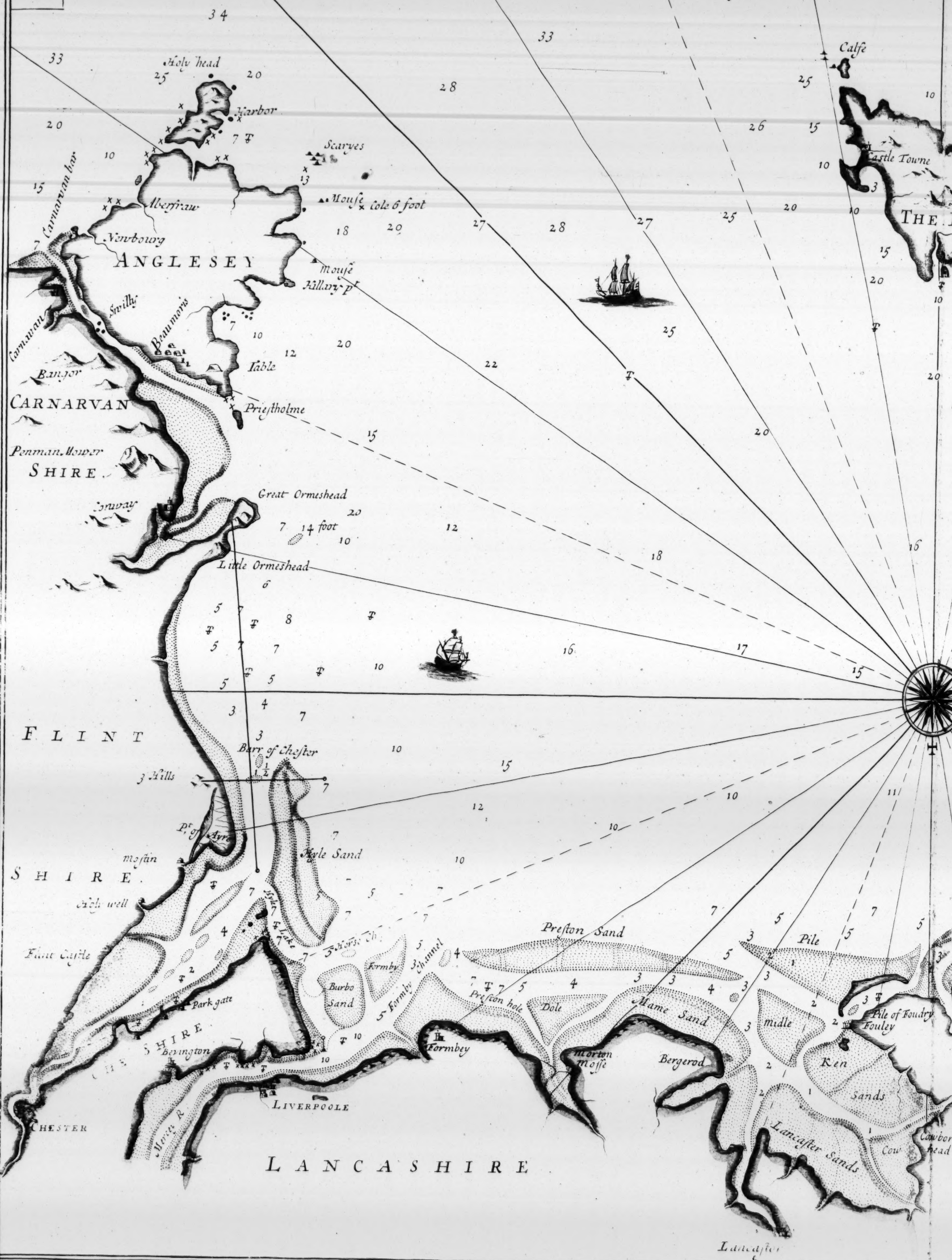
Swilley

Pwll y ffanogle

Cadnant

OF ANGLESEY.

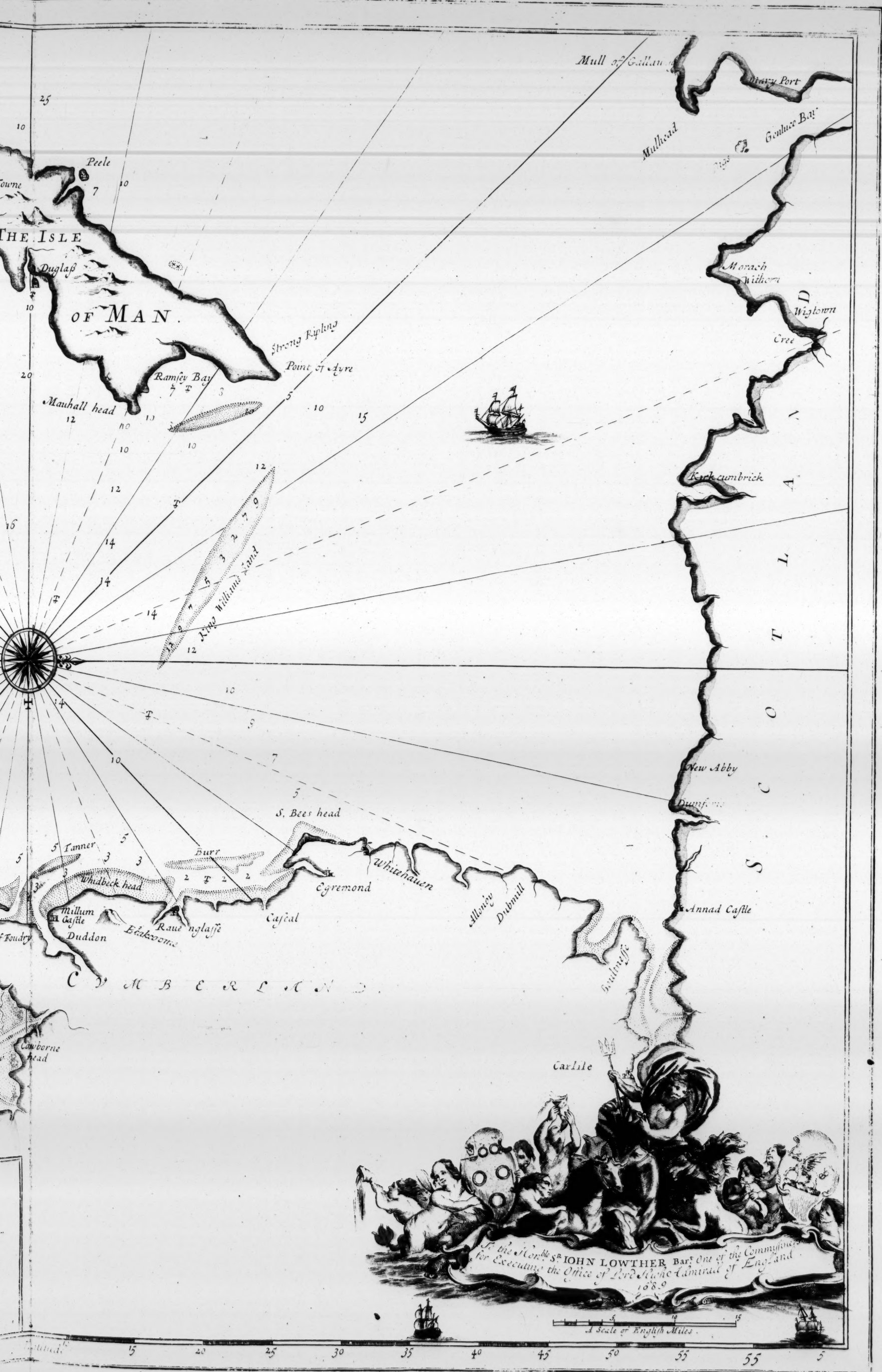


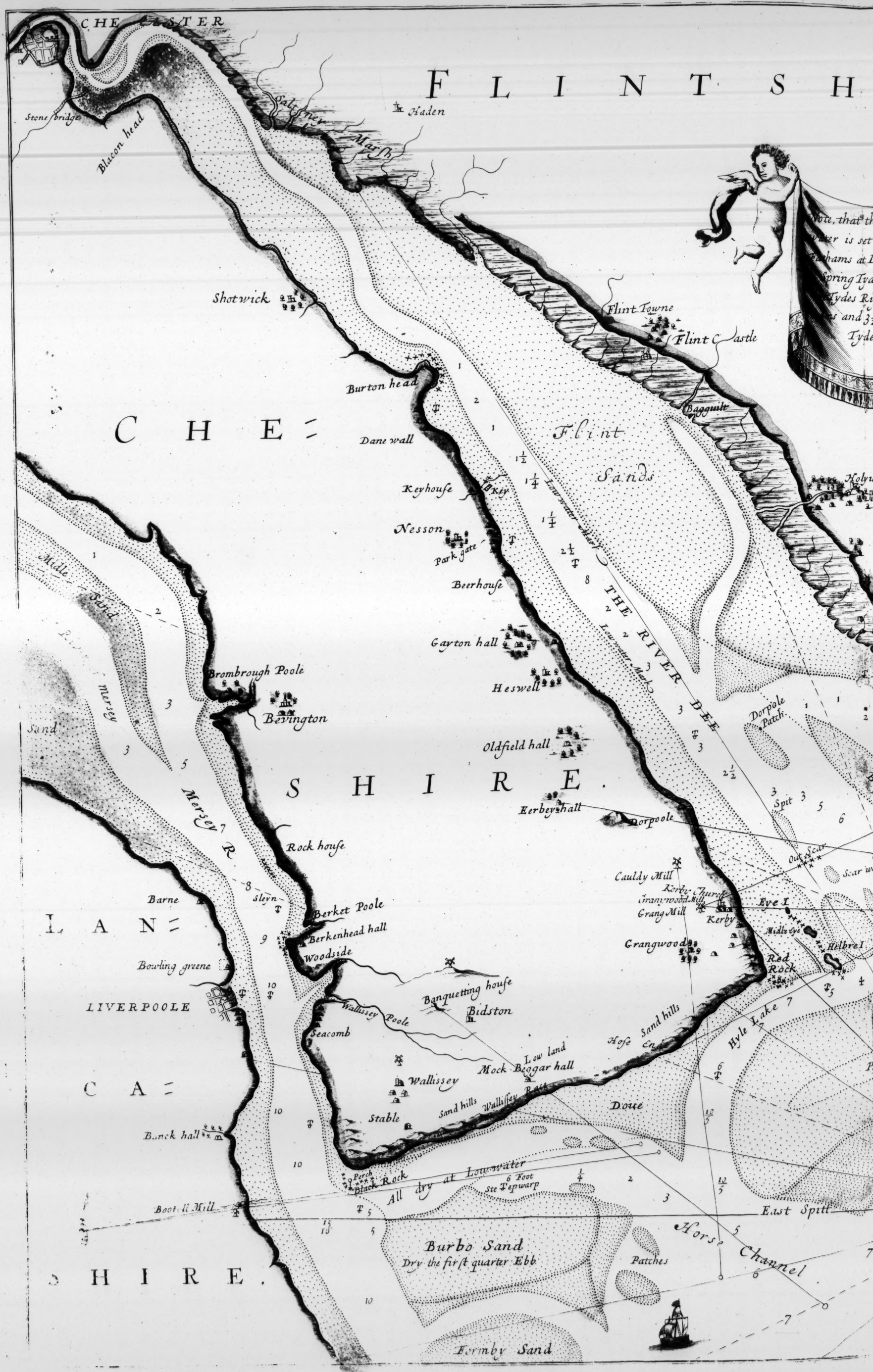


Thus sheweth Great and Little Ormes head when you go over the bar of Chester Barr

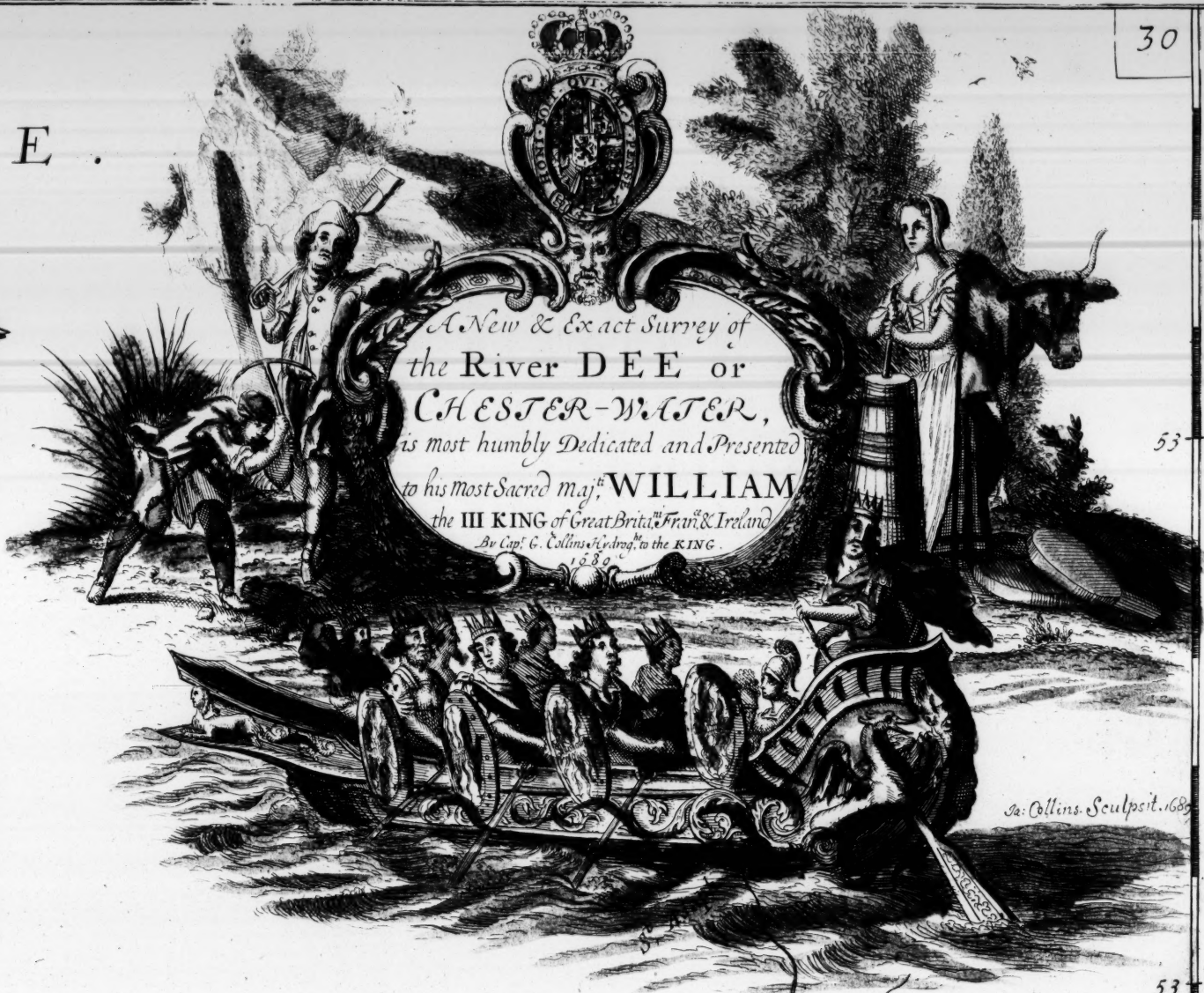


Thus sheweth the hills when you are on the shore of Chester barr, the 3 hills bear 5°

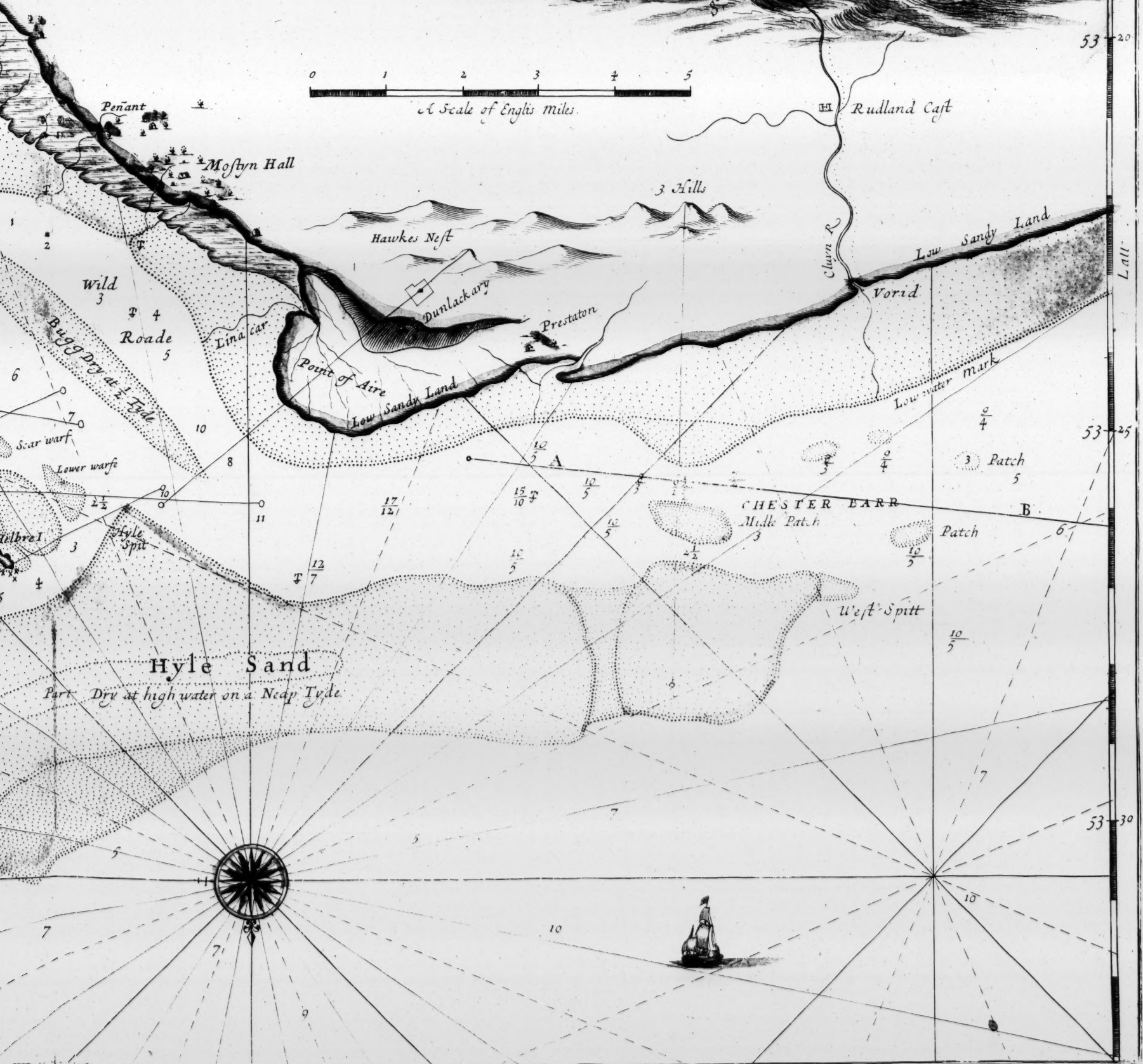




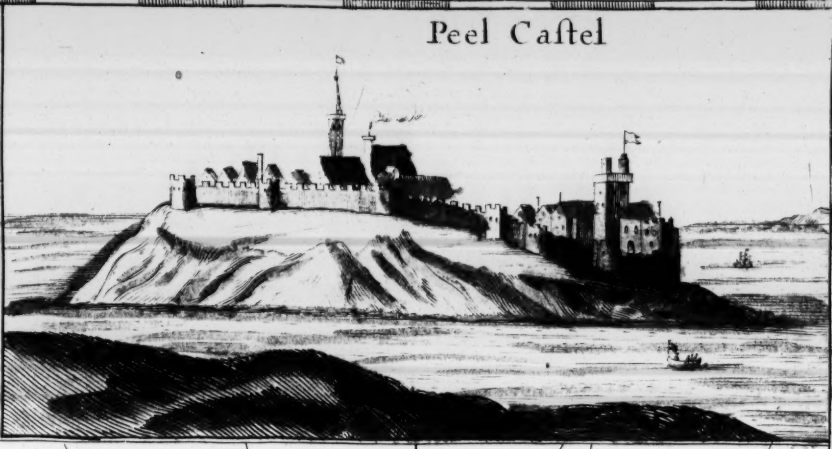
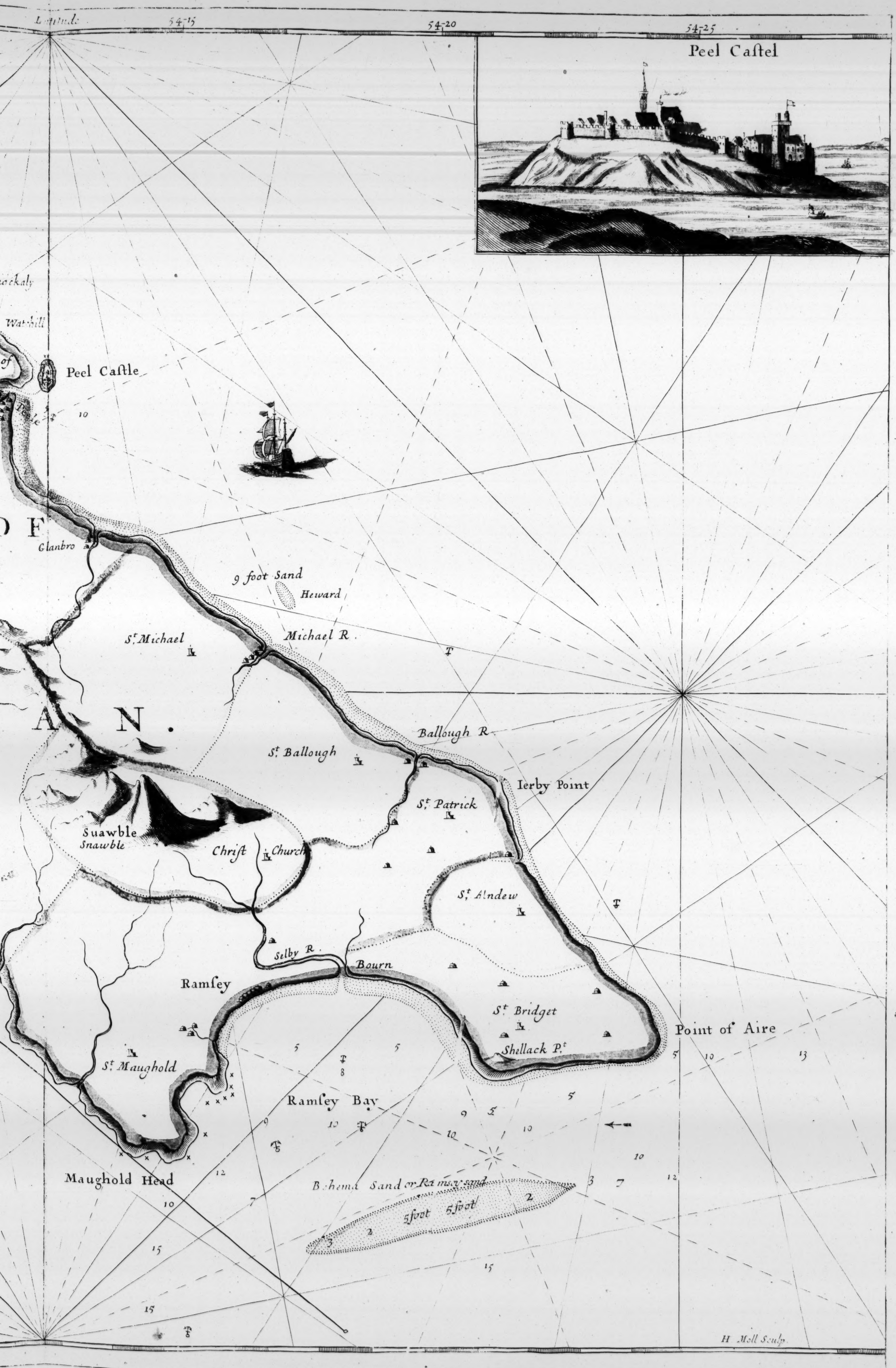
that the depth of the
water is set downe in
chains at Low water
Spring Tyde, at w^{ch} time
Tydes Rise five Fla-
ms and $3\frac{1}{2}$ at a New
Tydes



Ja: Collins. Sculpsit. 1689







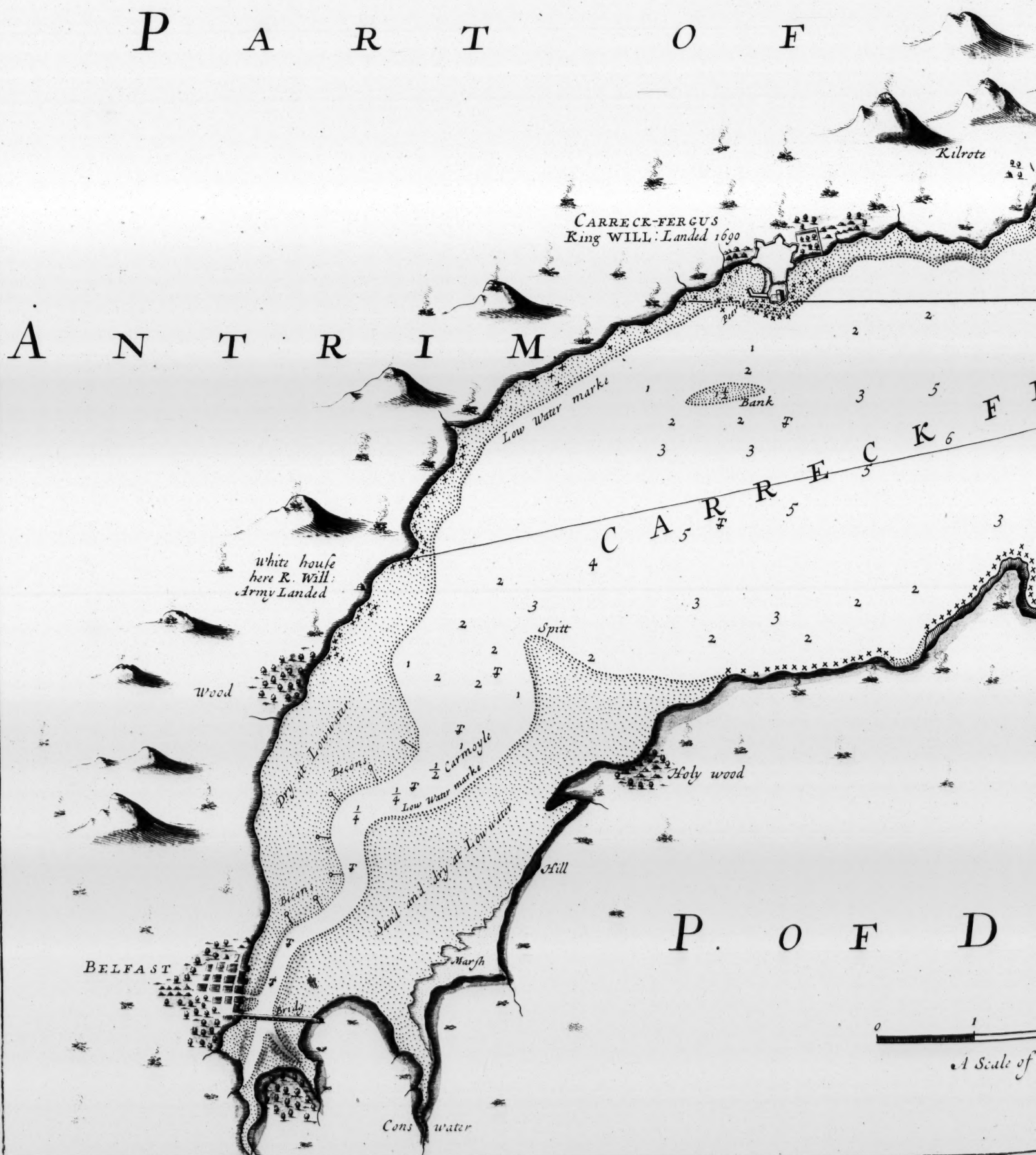
A Prospect of CARRECK-FERGUS.
Being the Place where King William landed in Ireland.



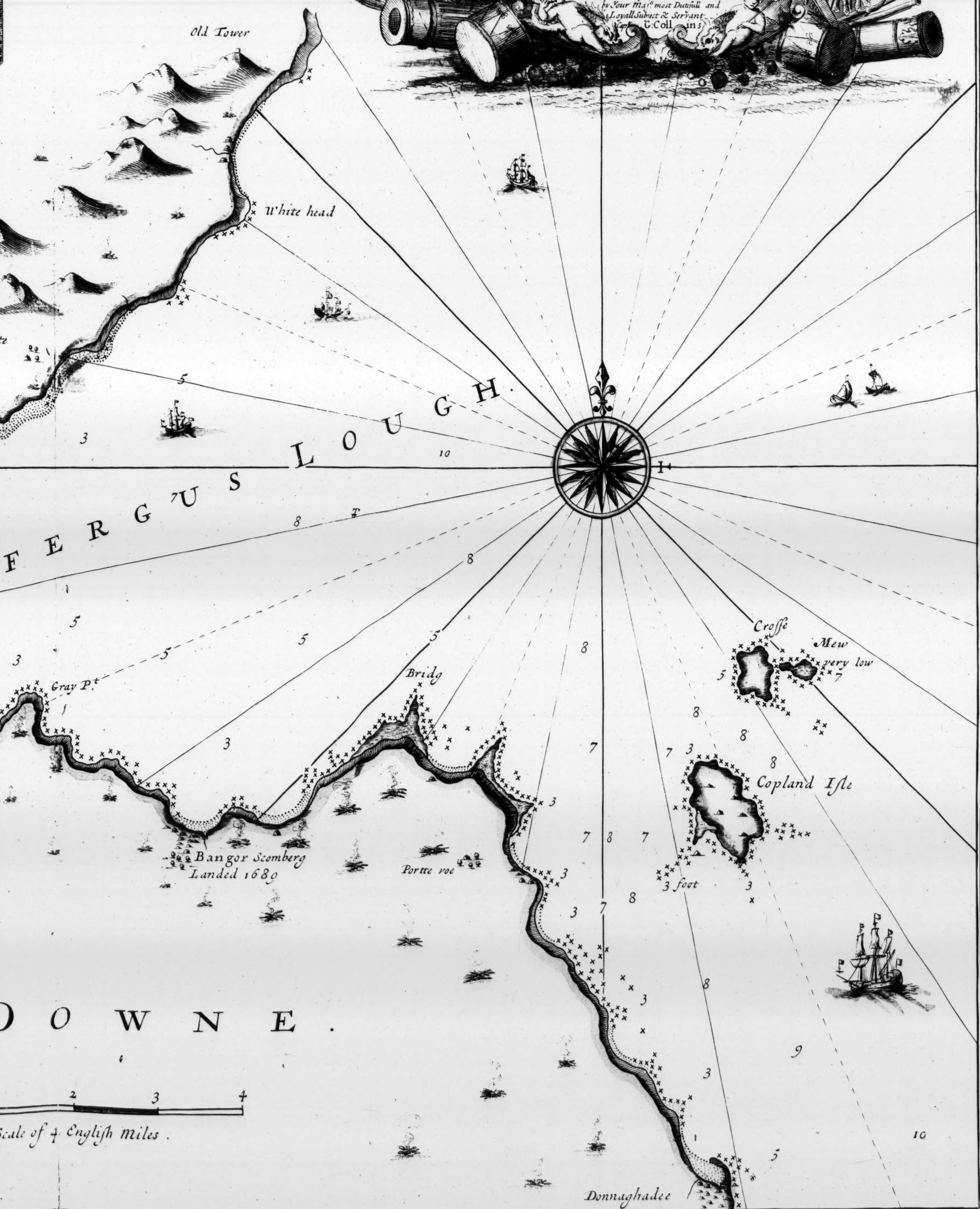
- A. The King in the Mary yacht Capt Collins
 B. Prince George in the Henneretta yacht Capt Sanderfon
 C. The King going a Shoare in St. Clo: Chouells Barg
 D. S^r C. Shovell Rear. Adm^l of the Blew in the Monk with his Squadron
 E. Bonfiers on the Shoare.

P A R T O F

A N T R I M

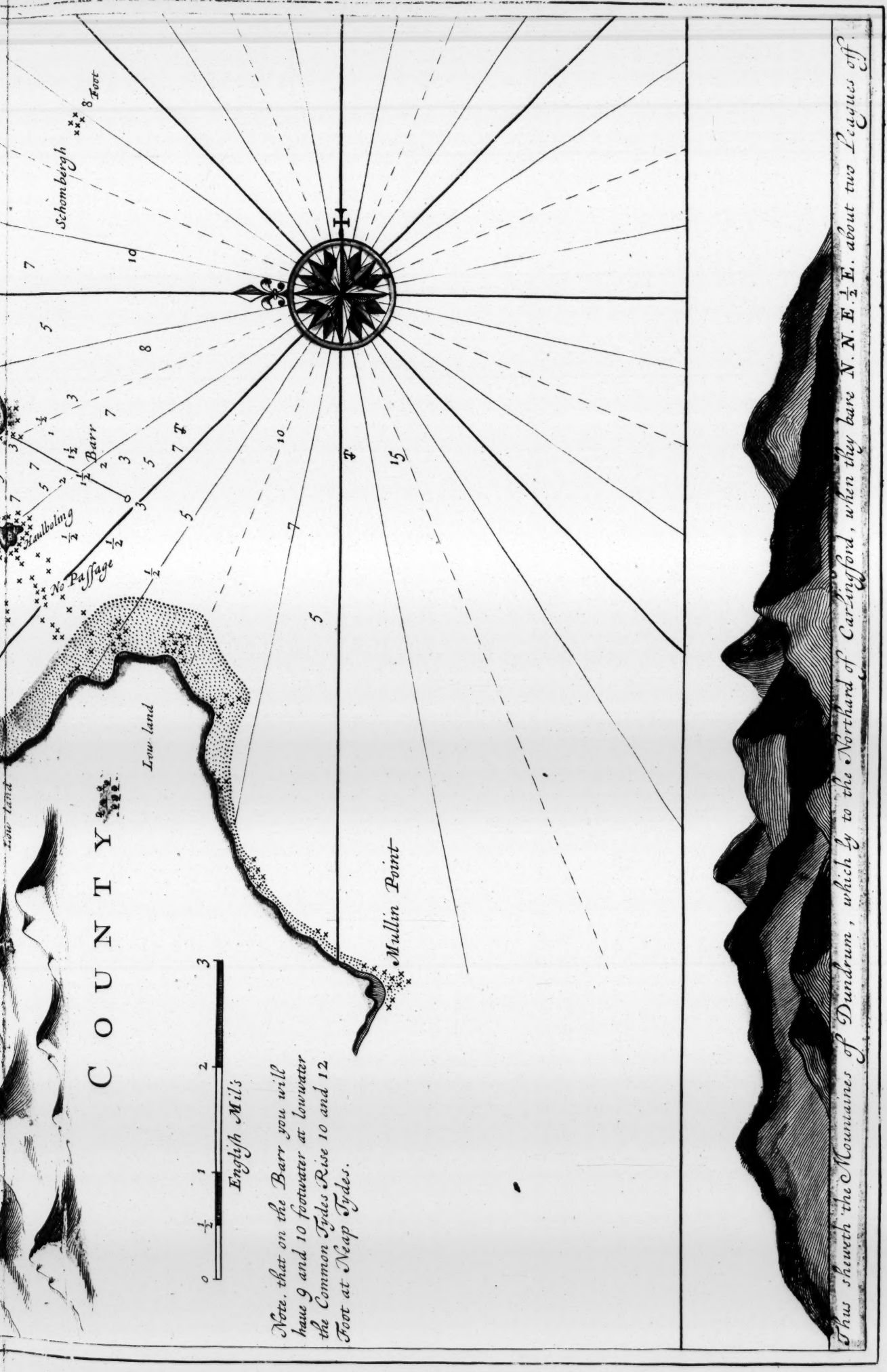


P. O F D



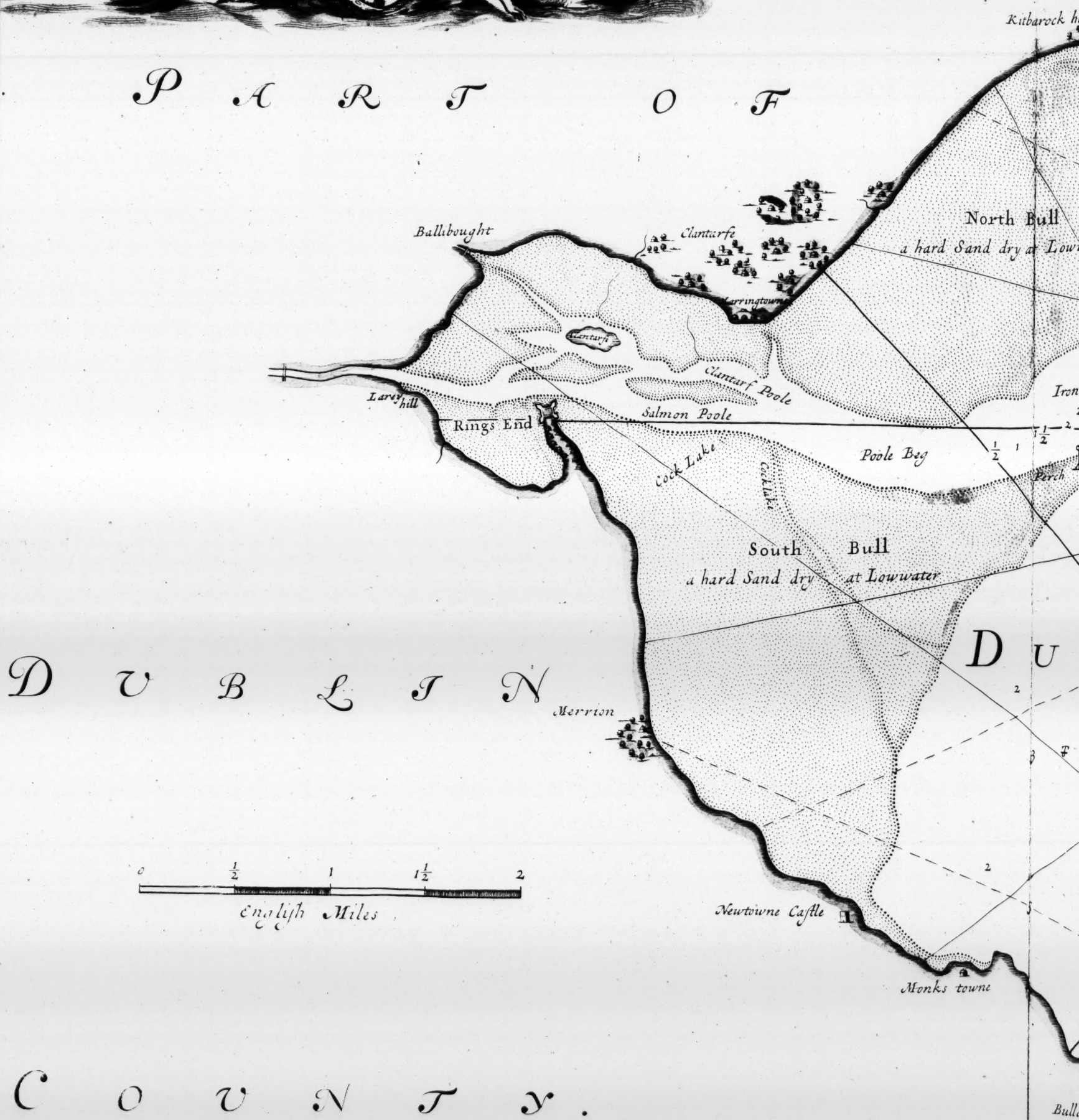
This sheweth the going into Carlingford, when the Harbor at A Beareth N. W. by N. 2 Leagues off.







P A R T O F





1

How these Severall Lands show at Sea

S^o Foreland

St. Margretts Church

Walmer Castle

1

This sheweth the South Foreland when you are in the Gull Stream, keep St. Margretts Church a little on the side of the third Cliffe as at A. and this is the best mark of the Gull Stream

2

Seaven Cliffs

Beachy head

Thus sheweth Beachy and the Seaven Cliffs when Beachy Head beareth N.N.W. 2 Leagues Beach is a high white steep Cliff the Seaven Cliffs are likewise white

3

Seaven Cliffs

Beachy head

Thus sheweth Beachy Head and the 7 Cliffs when the Head is E b N 2 Leagues

4

Dunnofe

Isle of Wight

Swan cliff

Thus sheweth the Isle of Wight when Dunnofe beareth West 5 Leagues the Swan Cliff W.N.W. The Swan Cliff is white

5

Dunnofe

Swan Cliff

Thus sheweth the Isle of Wight when the Swan Cliff beareth N.W. 3/4 W 4 Leagues

6

Dunnofe

Swan Cliff

Thus sheweth the Isle of Wight when the Swan Cliff beareth N b W

7

Portland

Bill

White Cliff

Thus sheweth Portland when it beareth N.W. b W 2 or 3 Leagues

8

Portland

Portland N b E 2 Leagues off

9

Portland

St Albans

Portland N.E. 3 Leagues off

10

Portland

Thus sheweth Portland when it beareth E.N.E. 4 Leagues off

11

Stoke Fleming

Dartmouth

Mount Wheeler

Berry

Thus sheweth the going in to Dartmouth and the Berry : when Dartmouth beareth N b W 2 Leagues off

12

going into Dartmouth

Berry

Thus sheweth the going into Dartmouth when it beareth N.W. 4 Leagues off

13

Startpoint

Thus sheweth the Start when you are 2 Leagues to the Eastward of it

14

Boul

Paul

Start

Thus sheweth the Boul Paul and the Start when the Boul beareth WbN 4 Leagues The Paul WNW and the Start N.NW A is the going into Salcom

15

Start

Thus sheweth the Start from the Eddy Stone

Deadman

Thus sheweth the Deadman from the Eddy Stone

16

Ninkston

Ramhead

Maker

Plimouth

Gornore

Newstone

Thus sheweth the Land about Plimouth when you are 2 Miles without the Eddy Stone

17

Start NEbN 5 Leagues

Deadman NW 3 Leagues

18

D

Foy

Bindon

A Looe

Thus sheweth the going into Foy and Looe when the Castle at C beareth NWbyW 3 Leagues And the going into Looe at A NbW 2 Leagues B is Looe Island

19

Lizard point

Thus sheweth the Lizard point when it beareth East 5 Leagues off

20

Lighthouse

Mill

Thus sheweth the Islands of Scilly when the Mills bear WbS 3 Leagues off

21

Longships

Brezen

A Cape Cornwall

Thus sheweth Cape Cornwall and the Longships when Abeareth N and the Longships NbW 3 Miles

Cape Cornwall

Thus sheweth Cape Cornwall when it beareth EN E 3 Leagues

22

St Ives

Cape Cornwall

Thus sheweth the Land from Cape Cornwall to St Ives

23

Lundy EN E 3 Leagues

The Isle of Lundy NNE 2 Leagues

24

Seamer

Seockham

A

Thus sheweth the Island of Milford when the going into Milford at A beareth five Leagues off

25

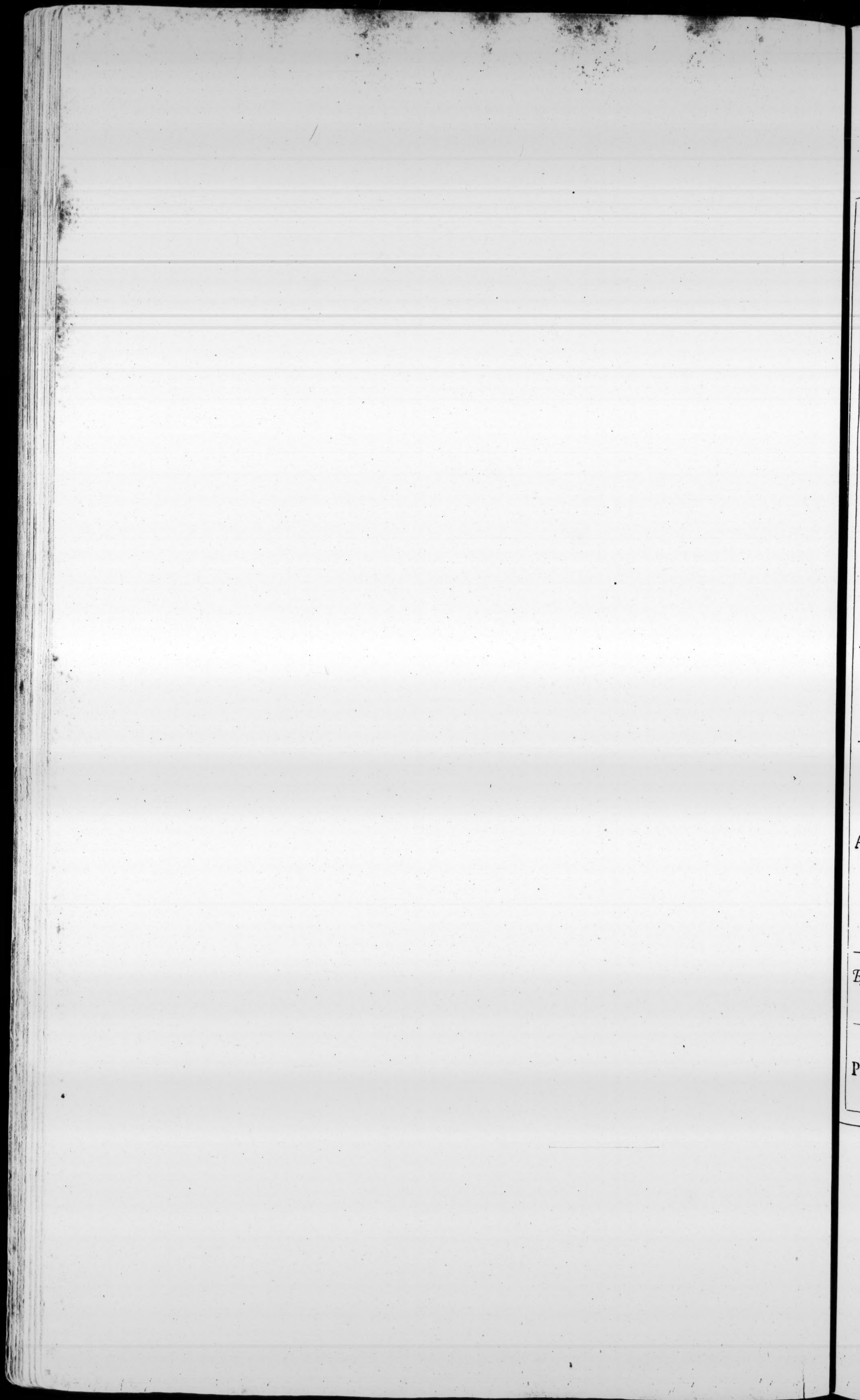
Light House

St Anns point

A Rat Island

Sheep Island

Thus sheweth the going into Milford at A when the Light House beareth EbN 2 Leagues off



GREAT BRITAIN's COASTING-PILOT.

The SECOND PART.

Being a New and Exact

SURVEY of the Sea-Coast

O F

England and Scotland,

FROM THE

RIVER of THAMES

TO THE

NORTHWARDS,

WITH THE

Islands of Orkney and Shetland:

DESCRIBING

All the Harbours, Rivers, Bays, Roads, Rocks, Sands, Buoys, Beacons, Sea-Marks, Depths of Water, Latitude, Bearings and Distances from Place to Place, the Setting and Flowing of Tydes, with Directions for the knowing of any Place; and how to Harbour a Ship in the same with Safety.

By Captain GREENVILE COLLINS *Hydrographer in Ordinary to the*
KING and QUEENS *most Excellent Majesties.*

L O N D O N:

Printed by *Freeman Collins*, and are to be Sold by *Richard Mount*
Bookseller, at the *Postern on Tower-Hill.* 1693.



GREAT BRITAIN'S COASTING-PILOT.

The SECOND PART.

The Explanation of the Marks in the SEA-CHARTS or MAPPS.

THE Depths of water in all the Mapps are all put down at low-water on Spring-tydes, as you may see in the Mapp going in to *Harwich*, Number *E*. there you will find that between the *Naze* and the *Stone-Bank*, there is one Fathom and half at low-water; but where you find a Line drawn between two figures, as in the Margent, shew the depth of water at high-water and low-water on Spring-tydes, and if there be the Letter *f* placed by them, then it sheweth that the depth is feet, otherwise 'tis fathoms.

As for Example; You will see at the going over the Bar at *Tinmouth* or *New-*

Castle, there you will find 21 above the Line, and 7 below the Line, as in the Margent; which shews that on the Bar at a Spring-tyde there is 21 foot at high-water, and seven at low-water: But if there is not the Letter *f* by the depth or feet, than the depth is fathom.

Where you shall see a Half-moon placed by any Rock or Sand, it declares that such Rock or Sand is to be seen at Half-tyde.

Where you shall see an Arrow in the Margent, it sheweth the Tyde of Flood setteth the same way the Arrow pointerh; as you may see in the Mapp of the *Isles of Orkney*, numbred with the Letter *R*.

[B]

Where

D Where you shall see the Letter *D* plac'd by any Sand or Rock, such Rock and Sand is to be seen at low-water.

It may be expected that I should have given Directions for Sailing from the River of *Thames* over the *Flats* into the *Downs*, and likewise from the River of *Thames* down the *Swin* and *King's-Channel*, and so into the *Downs*. But upon consideration that these Places are under the Care of Pilots, and for the constant supply of them, the *Trinity-house* of *Deptford-strond*, have taken care that there be a sufficient number of them, both for great and small Ships, &c. I laid the Sands down in the Sand-Chart from the *Thames* into the *Downs*, and from the *Thames* to the *Buoy of the Gunfleet*, as they were most carefully survey'd by *Trinity-house*; but all the rest of the Charts or Mapps were actually survey'd by my self.

Directions for Sailing over the Spits, the Wallet, and by the Naze into Harwich.

Harwich.

Harwich. **H**ARWICH being a good and convenient safe Harbour, and much frequented by those that use the Northern Navigation, and a place where Ships many times are forc'd in by bad weather, I have taken care to give such following Directions as will carry any Stranger into that place.

Buoy of the Spits. Sailing down the *Swin* or *King's Channel*, and that you would Sail into *Harwich* over the *Buoy of the Spits* into the *Wallet*, you must observe your Tydes; for at the *Spits* the *Buoy* lyeth in five, six, and seven foot water at low-water, and the Passage often altereth, sometimes more water, and sometimes less. The *Buoy* lyeth on the west end of the *Gunfleet-Sand*, and the east end of the *Buxey*, bearing from a flat Steeple, called *Great Holland-Church*, south and by east: Being over the *Spits*, you come into the *Wallet*, where is very good Anchoring in five, six, seven, and eight Fathom water; the Sands lying without makes it a most excellent Road. There is a good and deep Channel to Sail into the *Wallet* between the *Gunfleet* and the *West-Rocks*, as you may see in the Mapp of *Harwich*, Number *E*.

Wallet good riding.

but this Channel is very seldom used. Being over the *Spits* into the *Wallet*, steer away for the *Naze*, which may be known by the Trees, and a House that standeth on it; keep about half a mile, or a mile of from the *Naze*, to avoid the *Stone Bank* which hath but five foot water at low-water on it, and lyeth from the *Naze Trees* east by north about a mile and a half from the *Naze Point*; there is but eight or nine foot water between it and the *Naze* at low-water. Keep *Pain's Trees* (which lye a little to the southward of *Harwich*) open and shut with *Harwich-Cliff*, and this Mark will carry you on the *Stone Bank*, and the Trees on the *Corkland* just open of the *Naze-land* will carry you on the Bank also. There is a good leading Mark to carry you between the *Naze* and the *Stone Bank*, which is *Harwich Steeple* on *Harwich Beacon-Cliff*, and will also carry you between the *Pye-Sand* and the *Ridge* into the *Rowling-ground*, where Ships Anchor in three and four Fathom at low-water. The Mark to Anchor in the best of the *Rowling-ground* is to bring *Harwich Windmill* two Sails breadth open of *Harwich-Cliff*. And to Sail from the *Rowling-ground* to the *Naze* keep *Pain's Trees* open of *Harwich-Cliff* till you bring the *Naze* to bear south west, then keep *Harwich Steeple* on the *Beacon-Cliff* to run within the *Stone Bank*.

There is a Channel to Sail from the *Naze* between the *Cork-Sand* and the *Ridge*, keeping the *Naze Trees* south west, sailing down north east between the *Cork* and the *Ridge* in five, six, and seven Fathom water; and when you have brought *Harwich Steeple* on the *Brewhouse* that lyeth to the northward of *Landguard-Fort*, then are you clear of the *Cork-ledge*. This Channel is much used by the *Light-Colliers* going to the northward.

Being in the *Rowling-grounds*, and that you would Sail into *Harwich Harbour*, keep close by the *Andrews*, which is a Sand that lyeth off from *Landguard-Fort*, and is steep too on the west side; the Tyde of Ebb runneth strong over the *Andrews* the first half Ebb, of which you must have a care; this Sand is dry at low-water. Keep close by the *Beach* of *Landguard-Fort* to avoid the *Altar*, which is a small stoney Shelf that lyeth right west from *Landguard-Fort* about a Cable and a halfs length from the *Beach* at the Fort, on which is but five and six foot at low-water: you may Sail to the westward of it, between it and *Harwich-Cliff*, accord-

according as the Tyde is up, and what drought of water your Ship draweth. But if you should chance to go into *Harwich* at low-water, and your Ship draw above fifteen foot, you must stay for the Flood to have water over the *Glutton*, which is a narrow Ridge, and stretcheth off from the *Beach* thwart the Channel a little within the *Brewhouse* that is to the northward of *Languard-Fort*. Being past the *Glutton*, you must keep close to the *Beach* to avoid the *Gristle* that lyeth in the middle between *Harwich* and the *Beach* of *Languard-Fort*, on which is but three foot at low-water. There is a small Channel between the *Gristle* and the *Guard* of nine foot at low-water, but when you have opened *Dover-Court Church* of *Harwich Town*, then are you clear of the *Gristle* and *Guard*, and may Anchor before the *Town* of *Harwich* in five Fathom water, or run up into *Ipswich-water* and Anchor. This is a very safe Harbour; and if a Ship should chance to blow ashore, she cannot take any harm, the shoars being soft Owse.

There is a Yard at *Harwich* where many of the great Ships of the Navy have been built, where is a convenient place to haul such Ships (as can take the ground) ashore to Wath, Tallow, stop Leaks, &c. This place is much approved of by the Commanders of *Virginia* Ships, being very convenient for unloading their Goods, having good Store-houses for that purpose by the water side, and is the best Inlet and Outlet between *England* and *Holland*, as is experienced by the *Pacquet-Boats*, having made this place their station. It floweth here at Full and Change in the Harbour south; the Spring-tydes rise fifteen and sixteen foot, and the Neap-tydes ten and eleven foot.

Directions for to Sail into Harwich through the Sledway.

Being at the *Buoy of the Spits*, and that you will not Sail over the *Spits*, then keep down by the *Gunfleet-Sand* in seven and eight Fathom water, till you come within two Miles of the *Buoy of the Gunfleet*, and then come no nearer then nine Fathom; for there lyeth off a *Spit* east south east from the Sand, about a Cables length. To the eastward of this *Spit* is a

small Swatch through the Sand, into which and *Goldmore's-Gatt*, the Tyde of Flood setteth strong into the *Wallet*, of which you must have a care when you come near it, especially in little Wind or Calms you may be hauld on the *Gunfleet-Sand*. This Sand lyeth north east and south west, and drieth in several places. The *Buoy of the Gunfleet* beareth from the *Naze* south east by east easterly. You may stand into seven and eight Fathom along the side of the *West-Rocks* into the *Sledway*, keeping *Balsley Church* north by west and north north west till you bring *Harwich Steeple* on the *Brewhouse* (that lyeth to the northward of *Languard-Fort*) which will carry you clear of the *Cork-ledge*, on which is two Fathom and a half at low-water, and then stand to the westward, and keep *Orford Church* and *Castle* open of *Balsley-Cliff* a Sails breadth, till you have the *Lights* together, keeping them so till you are past the *Andrews*, and then follow the former Directions for sailing into *Harwich*. You may stand in upon the *Platters* into five Fathom, on which Sand is but two and three foot at low-water; the Ridge hath seven foot at low-water. A great part of the *Cork-Sand* dryeth at low-water; and lyeth in length north-east and south west about two miles and a half long, and a mile broad.

West-Rocks.

The *West-Rocks* lye in length north east, and south west about three miles, and two miles broad, and dryeth in several places, full of Banks and Swatches, the Ground rocky and stony in many places. There is a small narrow Channel between the *West-Rocks* and the *Cork*.

Directions to Sail from Harwich out the Sledway.

Sailing out of *Harwich*, keep close to the *Beach* of *Languard-Fort*, observing the Directions going out as you did going in, and when you come near the *Andrews*, if the Tyde of Ebb be made, it runneth strong over them the first half Ebb, of which you must have a care; bring the *Lights* in one, and Sail out so between the *Andrews*, the *Ridge*, and the *Platters*, till you bring *Orford Church* and *Castle* open of *Balsley-Cliff* a Sails breadth; Sail so till you bring

How to
turn out
at the
Sledway.

bring *Harwich* Steeple on the *Brewhouse*, and then stand out the *Sledway*, keeping *Balfey* Church north north west out. But if you turn out, then turn *Balfey* Church on the two *Trees* to the northward of the *Wood*; and for the other side the Church two Sails breadth open of the *Cliff*. But if you know not the Marks, you may stand over to the *West-Rocks* till you bring *Balfey* Church north by west, and over to *Balfey-Sand* and the *Shipwash*, till you bring *Balfey* Church north west by north and north west.

Balfey-Sand.

Balfey-Sand.

The Marks for the south end of *Balfey-Sand* is to bring *Balfey* Church north west half west, and lyeth from the shoar a long League; this end is steep too, being eight and nine Fathom close by it. The Mark for the north end is to bring *Orford* Castle between the north by west and the north north west, and the *Light-house* north half east. This end lyeth about five miles from the shoar. Some part of this Sand dryeth at low-water.

Shipwash-Sand.

Shipwash-Sand.

The *Shipwash* lyeth without *Balfey-Sand* and the *Whiting*, and drieth in many places at low-water: It lyeth in length north by east and south by west about nine miles, and is very narrow, not above a quarter of a mile over in breadth, except the south end, and there it is broader. The Mark for the south end is to bring *Balfey* Church north west half west about eight or nine miles off. The Mark for the north end is *Balfey* Church north west, and *Orford* Light-house north north west half west.

Whiting-Sand.

Whiting-Sand.

The *Whiting* lyeth north east by north in length about five miles. At the south end *Balfey* Church beareth west by south and west south west: and at the north end *Orford* Castle north west by north in five Fathom water. There is good Soundings on both sides of it.

Woodbridge-Haven.

Wood-bridge-Haven.

Lyeth just at the west end of *Balfey-Cliff*, and is a Bar-Haven, where is but three and four foot water at low-water; the Bar often shifts there, I advise such as are not

acquainted to take a Pilot. After you are in 'tis a very good Harbour, and goeth up to *Woodbridge*. The water riseth and falleth on the Bar at a Spring-tyde fifteen foot, and at Full and Change it floweth south and south by east.

Cutler.

Cutler is a small Sand that lyeth right off *Cutler* from *Balfey-Cliff* about a short mile, and hath but six foot water on it at low-water, and two Fathom between it and the *Cliff*. The Mark to go clear of of it, is to keep *Harwich* Steeple just open of *Felsto-Cliff*.

Hoseley-Bay.

Hoseley-Bay is a very good place to Anchor, you having the Sands without, and is very good clean ground.

Directions for sailing from the Sledway into Hoseley-Bay, and out at Winterton-Ness.

Being in the *Sledway* you Sail into *Hoseley-Bay* between *Balfey-Cliff* and *Balfey-Sand*; I have given you the bearing of *Balfey-Sand* already; you may Sail from *Hoseley-Bay* down to the *Ness* all alongst the *Beach*, having good Sounding you may turn down with safety. *Orford-Ness* is a low *Beach* on which stands two Light-houses, but the Castle and Church are high, and may be seen six and seven Leagues off clear weather. There were formerly two small Sands between the *Ness* and the *Whiting*, but they are now worn quite away; the Lights together carry you out between the *Shipwash* and *Albrough-Knaps*.

Albrough-Knaps.

Albrough-Knaps is a small Sand that lyeth due east from *Albrough* Church about five or six miles off, on which there is but two Fathom at low-water. The Mark to carry you clear besides the Lights in one, is *Orford* Church and Castle together; between the Land and the Shoar you will have twelve, eleven, ten, nine, eight, seven, six, and five Fathom good sounding shoaling gradually. But without this Sand you will have sixteen and twelve Fathom water.

Di-

Directions to Sail from the Buoy of the Spits about the Longland-Head and Kentish-knock.

Being at the *Spits*, keep the *Shoalings* of the *Gunfleet* in seven and eight Fathom, and if the Winds are contrary, and that you must turn down, keep the *Shoalings* of the *Gunfleet* also, till they bring the *Naze Trees* north north west, then steer away north east by east and east north east, till the *Naze Trees* bear west by north, and then steer more easterly till you get into seventeen or eighteen Fathom water to go clear of the *Longland-head* and *Kentish-knock*, but no Shoaler; then steer away south south west if you have the Tyde of Ebb; and if you have the Tyde of Flood, then steer away south south east and south by east and south, according as you have Tydes strong or weak, and that will carry you into the *North-foreland*.

When you are near the *Kentish-knock* you may see the *North-foreland*, and it beareth from *St. Peter's Church* on the *North-foreland* north north east easterly. But from the *Longland-head* it must be very clear to see the Land. This *Sand-head* lyeth from the *Naze* east south east and south east by east about five Leagues. At the *Knock* it floweth north and south.

But when you are in seventeen or eighteen Fathom of water, and that you would sail without the *Goodwin*, steer away more easterly till you get six and twenty, seven and twenty, eight and twenty or thirty Fathom water, and keep that depth till you bring the Lights together which stand on the *South-foreland* to go clear of the *South-sand-head*; or bring the Land off *Dover* open of the *South-foreland*, &c.

Directions to Sail from the Spits down without the West-Rocks and Shipwash.

From the *Spits* keep in seven and eight Fathom water down the *Gunfleet* and *West-Rocks*; but in turning down be sure to keep the *Shoalings* of the *Gunfleet* and *West-*

Rocks, and stand no farther over to the *Sunk* then twelve Fathom; the *Shipwash* is steep too, you will have ten Fathom close to it. It lyeth in length north by east and south by west; keep it fifteen and sixteen Fathom water, and that depth will carry you two miles without it.

Gallaper-Sand.

Lyeth in length south by west and north by east about nine miles very narrow, not being a quarter of a mile broad; and at low-water there is but two Fathom on it: This Sand is steep too. The Tydes run strong over it north east by east, and south west by west. A north and south Moon maketh high-water. The south end beareth from the *North-foreland* north east half north eight or nine Leagues: and the north end beareth from *Orford Castle* south east and south east by east about eight or nine Leagues. The Depths from this Sand to the *Shipwash* are from twenty to fifteen Fathom; and on the south east side of the Sand from eighteen to six and twenty Fathom.

Gabard-Sand.

Lyeth in length north by east and south by west about three miles and a Cables length broad. The north end beareth from *Orford Castle* south east by east and east south east about six Leagues off, and from the *Shipwash* east twelve miles, and about eleven miles from the *Gallaper*. Between which two Sands you will have from sixteen to eighteen Fathom, and from the *Gabard* to *Orford-Neß* from eighteen to twenty Fathom. And west north west from the north end there is a small Hole of six and twenty and seven and twenty Fathom not a Cables length over.

The Falls.

Is a long narrow Sand lying north by east and south by west about five Leagues in length: The north end bears from the Lights of the *North-foreland* east north east about six Leagues, and the south end beareth from the *South-foreland* east north east half north about five Leagues; and from the *North-foreland* south east half south; and from *Callis* north westerly. The shoalest water is near the south end, which is three Fathom and a half. This Sand is steep too,
[C] having

having twenty Fathom close to it; at the north end there is five Fathom.

Directions for Sailing from Orford-Nefs to Yarmouth.

From Orford-Nefs to Albrough Town the shoar lyeth north about four Miles, being a Stoney-Beach and good Shoalings. You may Anchor before Albrough in five, six, or seven Fathom good ground. Half way between Albrough and Dunwich there is a Wood in form of a Saddle, and is a good Mark to know the Land, being the first Land-discovered when you fall in with this Land. The shoar lyeth from Orford-Nefs to Lastiff north by east.

Dunwich, Walter-Swick and Sole, or Southwold go all in at one small Creek, and divides into three Branches. Dunwich on the south Branch, Sole on the north, and Walter-Swick in the middle. This is a Bar-Haven, where at high-water small Vessels go in; there is good Anchoring against these places from eight to twelve Fathom. Southwold Church hath a high square Steeple, and standeth near the Sea-side, as you may see, in the makings of the Land numbred with the Letter V. Sole-Creek lyeth four Leagues from Orford-Nefs north by east.

The Bernard and Newcom are one Sand that lyeth from Carthyness to Pakefield; the southermost part is called the Bernard, beginning at Carthyness and ending at Sero; and the northermost part is called the Newcom, and beginneth from Sero to Pakefield. There is not above three and four foot water on these Sands at low-water, there is a Channel within these Sands close to the shoar, where small Vessels that are acquainted go at high-water; these Sands lye a long Mile from the shoar. This Sand hath good shoalings; stand no nearer it than four or five Fathom.

Red-Sand.

Red-Sand. Lyeth in length north north east, and south south west, about two miles in length, very narrow, not above a Cables length over; when you are on the shoalest part of it, then is Lastiff Church about two Sails breadth over the south end of the Town.

It beareth from Sole Church north east by east, from Lastiff south east, from Gunton-wood south south east. The Distance from the Sand to Lastiff is two Leagues. You have sixteen Fathom between the Shoar and the Sand; the shoalest water is three Fathom that I could find: but Mr. John Grist of Yarmouth saith that he hath very lately sounded it, and found but two Fathom water on it. You will have eight and nine Fathom within half a Mile of it on the inside, and sixteen Fathom close by it on the outside.

Directions for to Sail into the Standford at Lastiff.

TO Sail in at the Standford you will see a Light-house which standeth on a Hill to the northward of Lastiff, and as you run in you will see the other small Light-house which standeth on the Low-Beach close by the Seaside; keep these two Lights together, then will they bear north north west northerly, and run in boldly with the Lights till you come into three Fathom water, or a Cable or two Cables length from the shoar, then keep alongst close by the Beach to the northward, and when you have brought the highest Light-house west by south, then you are on the shoalest of the Standford, between the Beach and the Home, where at low-water you will have but two Fathom, and two Fathom and a half. The Tydes do not Rise and Fall at the Standford above six and seven foot. You may Anchor in Lastiff Road in three or four Fathom, to stay for water over the Standford. At the Standford the Channel is narrow between the Beach and the Home; there is six Fathom close to the Home-Sand. The north part of the Home is called Corton-Sand, for the Home and Corton are but one Sand. Being over the Standford sail down between the Sands and the Shoar into Yarmouth Roads; as you may see in the Map of Yarmouth, numbred with the Letter F.

But if you happen to turn into the Standford, you may stand in towards the Newcom into four Fathom, and into the Home-head into eight Fathom; and between the Beach of Lastiff and the Home you may stand to the Beach into three Fathom, and over to the Home into seven Fathom: being over the Standford, there is a good turning Channel down into Yarmouth Roads.

Yarmouth

Yarmouth Haven, or Yarmouth Pier.

Yarmouth Haven. Lyeth between two wooden Heads where Ships enter at high-water, at which place the Tydes Rise and Fall at a Spring but six and seven foot, and Neap-tydes four and five foot. The maintaining of the Peers of *Yarmouth* is very chargeable, and towards which Charge the Town of *Yarmouth* hath had sometimes Relief by Parliament, for this Haven is the only and chief Place for the Herring Fishing; and should this Peer go to decay, it would be the Ruin of the Herring Fishing: and notwithstanding the badness of the Haven, yet such is the Industry of the People of that place, that they have about five hundred Sail of Ships belonging to that place.

St. Nicholas Gatt.

St. Nicholas Gatt. Is a Channel that lyeth between *Corton-Sand* and the south end of *St. Nicholas-Sand*, which is called the *Knowle*; this Passage hath altred very much within this five years, there being now a middle Ground which tails off from the *Knowle*, on which lyeth a *Buoy*, which you keep on the Starboard-side going in, and *Corton-Sand* on the Larboard-side: The going into this place is now difficult for such as are not acquainted; and since the Sands have altered so much, I think it fit to give no further Directions for Sailing into this *Gatt*, but advise Strangers to take a Pilot. It is high-water in *Yarmouth-Haven* at Full and Change south east by south nine hours and three quarters; and the Tyde runneth into the Haven, and to the southward in the Road an hour and a half after it is high-water in the Haven, which is quarter Tyde.

Directions for Sailing from Yarmouth Road out at Winterton-Nefs.

Being in *Yarmouth Road* keep close alongst by the shoar to *Caster-Lights*, keeping the Lights together (to avoid the south end of the *Cockle*) till you come within a Cables length of the *Beach*, or half a Cables length, then keep close by the *Beach* till you come to *Winterton*, where are two Lights which you keep together to Sail

out at *Winterton-Nefs*. There is a *Buoy* on a Spit of Sand that lyeth off from the middle, which Channel is very narrow; you leave the *Buoy* on the Starboard-side going out.

There are two more Lights which stand on *Winterton-Nefs Sand-hills*, and are low Lights, and serve to keep clear of the north end of the *Middle*. But the Lights of *Winterton* is a high Light, and standeth on high Land, and is seen four or five Leagues off. *Winterton Church* hath a high square Steeple.

Note that there is as much water at *Winterton-Nefs* at low-water slack, as there is at high-water slack. The Tydes Rise and Fall here but six and seven foot; and at Full and Change it is high-water south east at nine of the Clock. It is very narrow turning in and out at *Winterton*. The Tyde runneth in at the *Nefs* three hours after it is high-water a-shoar, which is half Tyde.

Directions to Sail without Yarmouth Sands.

Being off of *Lastiff*, and that you would Sail without the Sands, keep about four or five miles off in twelve, thirteen, fourteen, fifteen, and sixteen Fathom on the back of the Sands. The southermost part of *Yarmouth Sands* is the *Home-head* against *Lastiff*, and the northermost is the middle at *Winterton-Nefs*; the *Home* and *Corton* are one Sand; the next is the *Knowle*, *St. Nicholas*, *Scroby* and the *Calves Knowle*, all which are one Sand; there are small Swatches over them, and are made use of by the Fishermen. The next is the *Cockle* and the *Middle*; the *Cockle* lyeth between the *Calves Knowle* and *Caster*. Some places of these Sands are dry at low-water. Being on the back of the Sands you may keep four or five Miles from the shoar of *Yarmouth* from twelve to sixteen fathom water, which will carry you between *Yarmouth Sands* and the *Newark-Sand*.

Newark.

Newark.*Newark.*

Is a Sand that lyeth to the eastward of *Tarmouth*, and the south end dryeth at low-water; the south end of it lyeth from *Tarmouth* Steeple east half north three Leagues, and the north end beareth north east half east from the same Staple, and east half north from *Winterton* Light about two Leagues and a half. There is a brave Channel between *Tarmouth* Sands and the *Newark*, the narrowest place being between the north end of the *Newark* and the *Calves Knowle*, which is four Miles, and sixteen, seventeen, and eighteen Fathom between them. This Sand commonly sheweth it self by the Sea breaking on it at high-water: This Sand lyeth north west by north about four or five Miles long.

The Overfalls of Newark.*The Overfalls of Newark.*

Lye north east from the north end of *Newark*, and lye in length north east, having at one place, which is the middle, but three Fathom, and so deepneth towards each end to seven and eight Fathom; you have nineteen and twenty Fathom water close to them; they lye from the Lights of *Winterton* north north east half east about four or five Leagues. I am told that there are more Banks and Overfalls to the north east of *Tarmouth* Land too, on which is but two Fathom and a half; but I have no authentick ground for it.

Hasebrough-Sand, or the Urrey-Sand.*Hasebrough, or the Urrey-Sand.*

Is a Sand that lyeth eight Miles from *Winterton-Ness*, and lyeth north east and south west about seven Miles in length, and very narrow, on which is but six, seven, and eight foot at low-water. The south east end beareth from *Winterton* Church north east by north eight miles; and the south end beareth from *Hasebrough* Church north east half north, about six miles off. This Sand is steep too, having twenty and one and twenty Fathom close by it on the inside and out side, but the ends lye off shoal, four, five, six, and seven Fathom.

Leman and Ower.

Are two very dangerous Sands, the innermost is the longest, and is called the *Leman*, the body of which lyeth from *Hasebrough* north east by east about eight or nine Leagues. This Sand lyeth in length north west by north about six Miles, and at low-water hath not above six, seven, and eight foot water. This Sand is steep too, having two and twenty Fathom close to it.

The *Ower* lyeth two or three Miles without the *Leman*, and lyeth in length north west by west about three miles, on which is nine foot at low-water, and is steep too, having two and twenty Fathom on each side of it, and two and twenty Fathom between the two Sands. At the ends of *Ower* you will have three, four, five, six, seven fathoms a Cables length off, and then fifteen and two and twenty Fathom. If you keep a fair sight of the Land you will run within it, for I could not see the Land from the Mast-head of the Yatch, when I rid at Anchor close by the *Leman*; but being at Anchor three or four Miles within the *Leman*, I saw the Church and Land of *Hasebrough*. The Distance between this Sand of the *Leman*, and *Hasebrough* Sand is six Leagues, and the Depth between them is nineteen, twenty, one and twenty, and two and twenty Fathom.

Welbank.

The south east part of it beareth from *Winterton-Ness* north east about fourteen leagues, the north west part of it beareth north and by east seventeen Leagues, and three Leagues from the *Leman* and *Ower*. It lyeth in length north east and south west one and twenty or two and twenty leagues, and in breadth north west and south east twelve leagues at the south west end, which is the broadest, the north east end growing narrow. There is on this Bank from thirteen to seventeen Fathom water; and two and twenty, three and twenty, and four and twenty Fathom between the *Leman* and *Ower* and this Sand, and from four and twenty to eight and twenty Fathom. Between it and the *Dogger Bank*, and the Distance between this Sand and the *Dogger Bank* is six leagues.

White-

White-Water Bank.

Lyeth between the *Wellbank* and the *Broad Fourteens*, and lyeth north east and south west about ten leagues in length, whereon is sixteen Fathom, and is distant from the *Wellbank* five leagues.

Dogger Bank.

The south west end of this Bank lyeth north east from the *Spurne* about ten leagues, and is a sharp Point growing broader to the Sand, as you may see in the Map. It lyeth in length east north east northerly about seventy leagues, and in breadth ten or eleven leagues; the west end is shoaler than the east end; on the west end you will have ten, eleven, and twelve, and about the middle fourteen, fifteen, and sixteen; and towards the east end from eighteen to four and twenty Fathom. Between *Flambrough-head* and the *Dogger Bank* you will have from twenty to thirty Fathom.

Directions for Sailing from Winter-Ness to the Humbers-Mouth or the Spurn.

Being without *Winter-Ness* in ten or twelve Fathom, keep alongst the shoar north west within *Hasbrough* or the *Urrey-Sand*: This Sand is steep too; you will have two and twenty fathom close by it: The shoar is bold and clean, and very good Anchoring all along. *Hasbrough Church* standeth on high Land, and is a high Steeple, and may be seen six and seven Leagues off at Sea. From *Hasbrough* steer a'longst the shoar till you come up with *Foulness*, which is high Land, on which standeth a *Light-house*, but no fire kept in it as yet. From *Winterton* to this place you may stand into the shoar into seven, eight, and nine Fathom water.

Blakeney and Cly.

Are two small Towns which lye into a small Creek ten Miles from *Foulness*. *Blakeney* is a great Church, and a high square Steeple; bring the Church south east, and run in so into five or six Fathom water, till you see the *Buoys*; there is but half a Fa-

thom of water at low-water, but at high-water thirteen and fourteen foot: You sail in between two *Buoys*, and then keep the rest of the *Buoys* on the Starboard-side going in, till you come up with the *Beacons*, and there you may Anchor, where you will have two, and two Fathom and a half at low-water; if you run higher up, you lye aground at low-water. It is high-water here at Full and Change east south east.

Wells, Burnham, Lyn and Boston I have not survey'd, being hindred by this present War; but as soon as the War shall be over, I intend to survey it all, with the Assistance of such Seamen of *Lyn* and *Boston* as are best acquainted with these places.

Being off of *Foulness Ships*, steer away for the *Humber* on *Flambrough-head*, in which Course you will meet with many Banks and Overfalls, and this place is called the *Well*. Many of these Banks wash away, and grow up again in time. I have not heard of any Collier of late years that hath been lost on them.

From *Foulness* to the *Spurn* or *Flambrough-head*, you shape your Course according as you have the Tyde, of which you must have a great care. The Flood set- teth strong into *Lyn* and *Boston* Deeps; when you are open of them, the Flood set- teth south east, and the Ebb north west. I have no certain Account of these Banks and Shoals: I have discoursed many able Coast- ers and Colliers, who all differ much in their Bearing and Distances from the Land. At *Cromer* I was told, That some years ago two Colliers Anchored north north east from *Cromer* as much as they could see the Land, which might be about seven Leagues off; the one Ship Anchored in twelve Fathom, the other in two and a half at low-water, and is called in the Map *Cromer Knowle*.

Cromer- Knowle.

Blakeney-Knock.

Is a small Bank, lying about six or seven Miles north from *Blakeney*, on which is but three Fathom and a half at low-water.

Outward Dowfen.

Is a Sand that lyeth north from *Wells* about eight Leagues, on which is but three Fathom at low-water.

Outward Dowfen.

*Directions for Sailing into the River
Humber up to Hull.*

Humber. **T**O Sail into the River *Humber*, you must have a care of the *Dreadful-Sand*, on which is but six and seven foot at low-water. This Sand lyeth about four Miles, or three Miles and a half from the *Spurn*. There are two Lights erected on the *Spurn*, a high Light and a low Light; keep the two Lights together, and it carries you to the southward of the *Dreadful*, as you may see in the Map of *Humber*, numbered with the Letter H. There lyeth a small Bank between the *Dreadful* and the *Spurn* in the *Fair-way*, on which is but three Fathom and a half at low-water; between the *Dreadful* and *Sand-bail* you have 12 Fathom water. *Sand-bail* shoaleth by degrees; you may stand over to the *Sand* into five Fathom water. The *Spurn* is a low stony *Beach*, on which the Lights stand; but the Land of *Kelsey* is indifferent high, coming from the northward; the Land is bold and clean; you may come fair aboard the shoar from *Kelsey* to the *Spurn*, keeping in five, six, and seven Fathom water. About a Mile from the shoar, and that Distance, will carry you clear of the *Stone-Bank*, which lyeth off from the *Spurn* a quarter of a Mile, or more.

Bull.

Bull. Between the *Spurn* and the *Bull* there is ten and eleven Fathom water, a brave turning Channel; you may stand over to the *Bull* into five Fathom, and so to the *Spurn*.

Hawk.

Hawk. Being within the *Spurn* you may Anchor in the *Hawk* in three, four, five, six Fathom water: Bring the *Light-house* east by south about two mile off, and Anchor in five or six Fathom water good Ground.

Buoy of Clyneß.

Buoy of Clyneß. The *Buoy of Clyneß* lyeth west from the *Light-house* on the *Spurn* four Miles, and two Miles from *Clyneß*; which *Buoy* you leave on the Larboard-side as you Sail up.

Buoy of Burcum.

And from the *Buoy of Clyneß* to the *Buoy of the Burcum*, the Course is west north west three Miles; you may keep about half a mile from the *Buoys* in a Channel of eight Fathom, and Anchor to the westward of the *Buoy of the Burcum* in *Grimbsbay-Road* in five or six Fathom. The *Buoy of the Burcum* lyeth on the east end of the *Burcum-Sand*, on which Sand is but three foot at low-water.

The Middle.

The *Middle* is a long narrow Sand that lyeth between the *Buoys of Clyneß, Burcum* and the *Sunk*. In the *Fair-way* between the two *Buoys* and the *Sunk* there is a good Channel of either side of eight or nine Fathom water. This *Middle* hath six and seven foot on the middle of it at low-water, and deepneth towards the ends to three and four Fathom. You may steer up the north Channel between the *Middle* and the *Sunk*, keeping the shoalings of the *Sunk* in four, five, or six Fathom; when you come near the west end of the *Sunk*, keep nearest to the *Sunk*, for over-against it lyeth a Flat off from the shoar of the *Marsh*, called *Staningbrough-Flats*; bring *Patrington Church* on the House on the *Sunk*, then are you just come on it. Being past this Flat, then keep the Larboard-shoar, to avoid the *Foulhome*; when you have *Otringam Church* on *Saltawood*, then are you abreast the *Foulhome*; a Mile above which is *Whitebooth-Road*, which is the best Road in the *Humber*. The Mark to Anchor in *Whitebooth-Road* is to bring *Patrington Church* on *Saltawood*, as you may see in the Map.

Hull.

From *Whitebooth-Road*, if you will Sail *Hull*, up to *Hull*, steer away for *Poul*, and keep that shoar till you bring a white House, which is the *Town-Hall*, and is kept white for a leading Mark. Keep this white House on the *South-Blockhouse* by the water side, and these two Marks together will carry you clear of *Skitterness-Sand*, which lyeth half Channel over from *Skitterness*. You Anchor before the *Town* in five, six, or seven Fathom at low-water, where is a very strong Tyde, especially upon a Spring. The Ships that belong to the *Town* go in to

to the River *Hull*, and there lye in safety by the shoar. It is high-water here at Full and Change East and West. The Spring-tydes rise and Fall eighteen foot.

Flambrough-head.

From the *Spurn* to *Flambrough-head* the Course is north and by west Distance nine Leagues, a bold and clear shoar. *Flambrough-head* is a high Promontory, on which standeth a high *Light-house*, but doth not burn as yet.

Burlington-Bay.

On the south side of *Flambrough-head* lyeth *Burlington-Bay*, where is very good Anchoring, and clean Ground. In which Bay lyeth *Smithick-Sand*, on the shoalest place of it is but ten foot, as you may see in the Map of *Burlington-Bay*, numbred with the Letter *I*.

Smithick-Sand.

The north end of this Sand lyeth south south west from *Flambrough-head*, distance two Miles; between it and the Head you have seven, eight, and nine Fathom water; the south end beareth from *Burlington-Key* south east by east, distance three miles. The shoalest place of the Sand beareth from *Burlington-Key* south east by east, and east south east. Within this Sand is very good Anchoring in four, five, and six Fathom water at low-water. There is very good going in and out at the west end of this Sand between it and the shoar; you may stand in to the shoar to what depth you please by the Lead.

Burlington-Key.

Burlington-Key or *Peer*, is a place where Vessels go in and out at high-water, and and lye dry at low-water. It is high-water here at Full and Change in the *Peer* east north east. The Spring-tydes rise thirteen foot.

Filey-Brigg.

To the northward of *Flambrough-head* lyeth *Filey-Brigg*, which Bridge is a natural Ledge of Rocks that stretch from the shoar into the Sea, and is distant from *Flambrough-head* three Leagues; within which Ledge you may Anchor in five Fathom water at

low-water, and is a good Road for northerly winds.

Scarborough.

Lyeth north west from *Flambrough-head* ^{Scarborough.} five Leagues; the Castle standeth on a *Cliff* by the Sea side; to the southward of which *Cliff* is a fair *Sandy-Bay*, where is a good *Peer*, as you may see in the Map, numbred with the Letter *I*; in which Ships lye dry at low-water. It is high-water here at Full and Change east north east. There is good Anchoring in the Road called *Scarborough-wick*, in four, five, six or seven Fathom water. The Spring-tydes rise thirteen foot. From *Flambrough-head* to *Scarborough* the Land is high, and so *Whitby* and the River *Tease*.

Robinhood-Bay.

Between *Scarborough* and *Whitby* is *Robin-* ^{Robinhood Bay.} hood-Bay, where you may Anchor in six, seven, or eight Fathom water, and is a good Road for westerly winds, but not to the eastward of the south.

Whitby.

To the northward of *Robinhood-Bay* lyeth *Whitby*, where Ships enter at high-water into a River, where you lye dry at low-water; on the east side is a Beacon; you may lye up as high as the Bridge. There is a Rock lyeth off, the Mark to Sail clear of it is *Whitby Church-steeple* open to the northward of the south Point of the Harbour.

Huntly-foot and Redcliff.

To the west north west of *Whitby* it is ^{Huntley-foot and Redcliff.} high land, and very remarkable to know the Land by. First there is *Huntly-foot*, which is a high Hill or *Cliff* by the Sea side, and is about three Leagues from *Whitby*. And to the westward of that lyeth *Redcliff*, ^{Redcliff.} which is so called by the Colour of the Earth, which is very red. Between which *Cliff* and *Hartley-Pool* lyeth the River *Tease*, ^{Tease.} which River is not as yet survey'd by me, but as soon as the Wars shall be over, I intend to survey it. *Hartley-Pool* lyeth seven ^{Hartley-Pool.} Leagues from *Whitby*, where is a stone *Peer*, in which Vessels lye very safe, but dry at low-water. As you go into the *Peer* there is a Beacon, which you leave on the Starboard-side going in, as you may see in the Map numbred with the Letter *I*. There is good

good Anchoring in the Road to the southward of the Town in four, five, or six Fathom water. *Hartley-Pool* is a *Peninsula*, on the west side of which is the *Peer*. The Spring-tydes rise 13 foot.

Dogger and Boat.

*Dogger
and Boat.*

Are two Rocks that lye two Leagues to the northward of *Hartley-Pool*, about a Mile from the shoar; the *Dogger* is the biggest, and sheweth above water like the bottom of a Vessel, and always above water. The other is less, and lyeth under water, on which is seven foot at low-water.

Sunderland.

*Sunder-
land.*

Lyeth four Leagues to the northward of *Hartley-Pool*, and seven Miles to the southward of *Tinmouth-Bar*. It is a Tyde-haven, where at high-water, on a Spring-tyde, is twelve foot water, and two foot at low-water; but within in *Lady-hole*, there is one and twenty foot at high-water on a Spring-tyde, and nine at low-water. A little within the Bar, just without the mouth of the River, are two Beacons, called the *Stell-Beacons*, as you enter into *Lady-hole*, and there you lye by the Key side at *Sunderland*. Great Colliers that are laden with Coles, and have not water enough over the *Stell*, take in the remainder of their Coles in the Road, brought out in *Keels*. It floweth here at Full and Change north east. Note that you have a foot less water over the *Stell* then over the Bar.

Tinmouth-bar.

*Tinmouth
Bar.*

Tinmouth is the mouth of the River *Tine*, called *Tinmouth-Bar*, and ten Miles from the said Bar up the River is the Town of *New-Castle*.

The Entrance of this River may be easily known by a *Castle* and *Light-house* which stand on a high Cliff by the Sea side, just on the north side of the going into the River. The Entrance is a Bar, on which is but seven foot at low-water on a Spring-tyde, and one and twenty foot at high-water. There are two *Light-houses* within the Bar on the north shoar (besides the high *Light-house* in *Tinmouth-Castle*) and are a leading Mark over the Bar; the shoar at the north side going in is rocky and stony, and the south shoar a Sand, called the *Harden'd*: being over the Bar, open

the Lights to the southward, and keep close by the Fort on the north shoar, where stands the low Light; being past that low Light, then Anchor between the two Towns of *North* and *South-Shields*. There are several places up this River where are Keys that Ships load at; and some run up as high as *New-Castle*, and there lye by the Town Keys. The Map of the River *Tyne* is numbered with the Letter *L*. Note that the depths of water in the River are feet, and a Line above the figures shews that is the depth at low-water. But where you see a Line drawn between the figures, it shews both high and low-water, as you may see at *Tinmouth-Bar*; there is seven foot at low-water, and one and twenty foot at high-water; so that the Tydes rise and fall at a Spring-tyde fourteen foot. It floweth here at Full and Change south west and north east.

Collier-Coats.

Is a *Peer* that lyeth a Mile and more from *Tinmouth-Castle* to the northward, and is a *Peer* where Vessels enter at high-water to load Coals, and lye dry at low-water. The going in to this place is between several Rocks, the way in is beacon'd.

Seaton-Sluice.

Lyeth five Miles to the northward of *Tinmouth-Castle*, and is a Tyde-Haven, where small Ships enter to load Coals. There is in the *Peer* at high-water on a Spring-tyde, ten foot, and at Neap-tydes when the Ships have not water enough out, they go into the Road and there take in the rest of their loading, which is brought out to them in *Keels*. There is good Anchoring in the Road in four, five, six, and seven Fathom. It floweth here at Full and Change south west by south: The water riseth at a Spring-tyde ten foot in the *Peer*, and seven foot at a Neap.

Blythe.

Blythe lyeth three miles to the northward of *Seaton-Sluice*. There are two Beacons on the *Sand-bills* to the southward of the Entrance into the River, which leads you in between two Beacons; and being between the two first Beacons, or outward Beacons, then steer away close to the second Beacon, and leave it on the Larboard-side, and then run up and Anchor before *Blythe-Key*, where is sixteen Fathom water at high-water on a Spring-tyde, and six foot at low-water: but between the

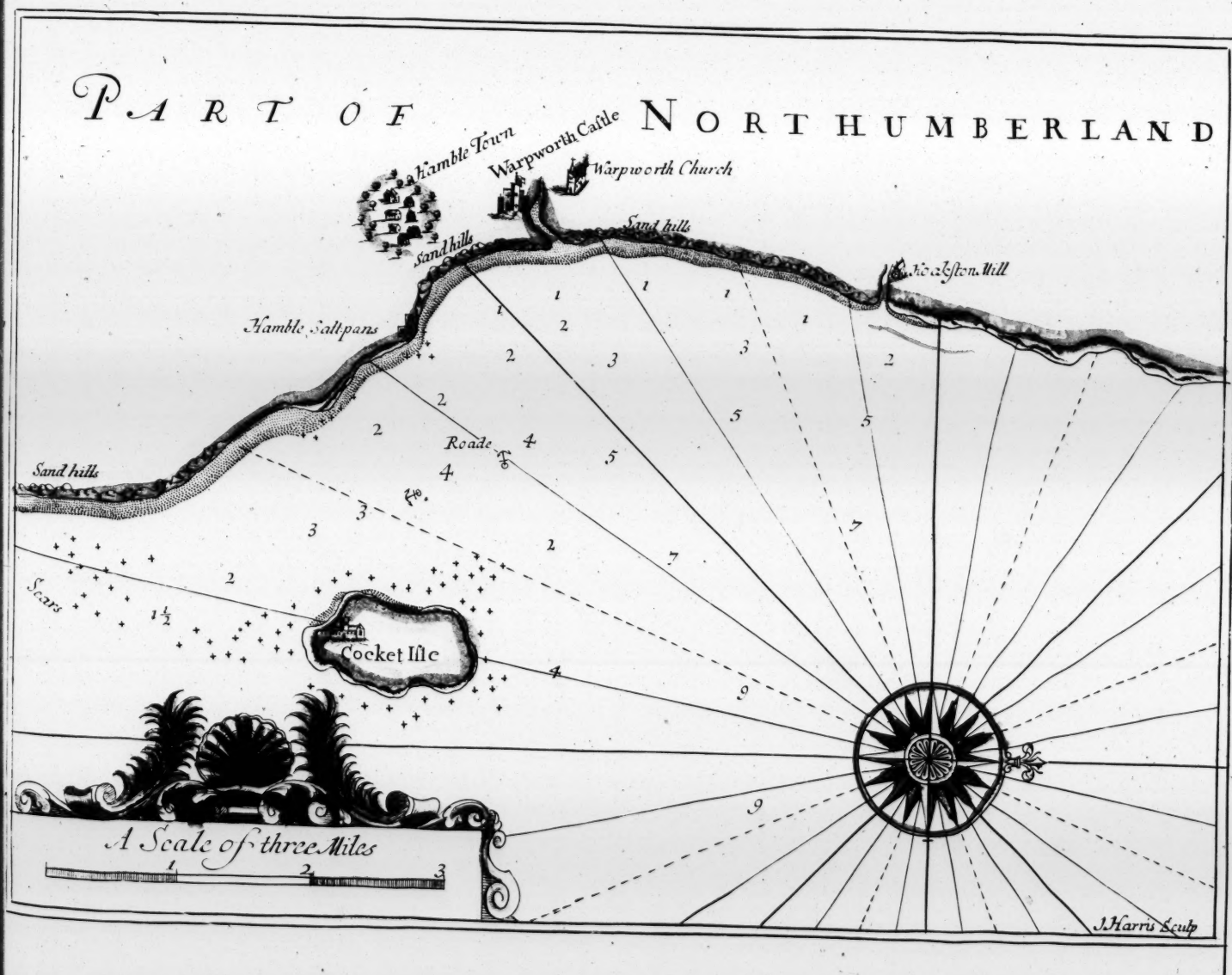
the Beacons going in there is but two Fathom at low-water, and sixteen at high-water.

The Rocks which hath a Beacon on it, which you have on the Starboard-side going in, them Rocks show at low-water.

There are Rocks that lye to the eastward of *Blythe* a Mile off from *Blythe*, which are above water the last quarter Ebb, and lye north and by east three Miles from *Seaton-Sluce* Peer, of which Rocks you must have a care at high-water, when you Sail alongst shoar. It floweth at *Blythe* at Full and Change south east and by south: The Spring-tydes rise sixteen foot, and the Neap seven foot.

Cocket-Island.

Lyeth six Leagues from *Tinnmouth-Castle*, and above a Mile off shoar, and is a good Road for southerly winds. From the south end of the Island to the shoar, it is all Rocks and broken Ground, where at low-water at one place there is eight and nine foot, and dangerous; but the north side is bold, only from the north west part of the Island lye off some Rocks about half a Mile; small Vessels may bring the Island south, and Anchor in three and four Fathom, but greater Ships must bring the Island south east, and Anchor in five Fathom at low-water. The Road is clean Sand.



Ferne-Isle and Staples.Ferne-Isle
and Sta-
ples.Scate-
Road.Chevet-
hills.

From *Cocket-Island* to *Ferne-Island* and the *Staples*, the Course is south, Distance six Leagues, and five Mile from *Holy-Island*. The outward part of the *Staples* lyeth five Miles from the Main. Between the *Isle of Ferne* and the Main is a good Channel, a Mile and a half broad, where is seven, eight, nine, and ten Fathom water. Between *Ferne-Island* and *Bambrough-Castle* is good Anchoring, which place is called *Scate-Road*, and is good for east and north east winds. There is a *Light-house* on the *Ferne*, but doth not burn. The *Staples* are a parcel of small Islands or great Rocks, and lye north east from the *Ferne*. A Mile without the *Staples* you will have thirty Fathom, and four and twenty Fathom a Stones cast off; keep in eight and thirty and forty Fathom, and that Depth will carry you three and four Leagues from the *Staples*, (and the high Hills up in the Land) called *Chevet-hills*, bear off each other east by north, and west by south. These Hills are seen eight Leagues off at Sea, and are very remarkable to know the Land. It floweth here at Full and Change south west by south. Note that the Flood goeth to the southward till it is two hours, and two hours and a half Ebb ashoar.

Holy-Island.Holy-
Island.To Sail
between
the *Staples*
and the
Goldstone.

Goldstone.

Lyeth five Miles north west from the *Ferne*, a fair bold shoar, five and six Fathom water. This Island is easily known by a Castle which standeth on a high Hill. On the south side of the Island, which side is little more then half a Mile from the Main, between the Island and the Main, is the Harbour: There are four several ways to go in and out the Harbour; First between *Ferne-Island* and the Main; then between the *Staples* and the *Goldstone*; and between the *Goldstone* and the *Plough*, and between the *Plough* and *Holy-Island*. The broadest Channel is between the *Staples* and the *Goldstone*; you may keep within half a Mile of the *Staples*. The *Goldstone* sheweth from half Ebb to half Flood, and is a small Rock and bold too.

To Sail
between
the *Gold-
stone* and
the *Plough*.

The Mark to Sail between the *Goldstone* and the *Plough* is to bring the *Light-house* on the *Ferne* a Sails breadth on the east part of the *Megstone*, and that carries you be-

tween the two Rocks. The *Plough* sheweth the first quarter Ebb, and is a small Rock, the north east end of it is foul about a quarter of a Cables length. There is another Mark to Sail between the *Goldstone* and the *Plough*, which is to keep a hole open in the Wall of the east part of *Bambrough-Castle*, which hole, if you see through, will carry you clear: but this Mark being not easie to be seen, I advise none to use it but such as are well acquainted. The *Plough* lyeth east from the Castle on *Holy-Island*, and lyeth half a mile from *Holy-Island*. There is five Fathom water at low-water between the *Plough* and *Holy-Island*; you may stand into three and four fathom to the Island.

Being clear of the *Goldstone* and *Plough*, and that you would go into the Harbour, you must stay for the Tyde, for there is but nine foot water at low-water over the Bar, between the *Partner-Still* and the *Stone-Ridge*; bring the *Old-Church* at *Holy-Island* north west, and get the Soundings of the *Stone-Ridge*, being the boldest side; there is one part of the *Stone-Ridge* always above water, being shingle Stones, keep close to them, being steep and bold: Having brought the Castle north east, Anchor in four or five Fathom at low-water. The *Partner-Still* are a Ledge of Rocks that lye from the Main, and shew themselves the last quarter Ebb. There is no failing between *Holy-Island* and the Main, it being all dry Sand at the last quarter Ebb. This place is much frequented by the Collie-ers, when they are put away to the northward of *New-Castle* by bad weather. This Harbour is defended by a Castle and Platform of Guns. Here is good convenience to haul ships ashoar to Wash, Tallow, Careen, or stop Leaks. It floweth here at Full and Change south west and by south two hours and a quarter; the Spring-tydes rise and fall fifteen foot: The Flood goeth to the southward two hours, and two hours and a half in the *Offin* after high-water ashoar. The Map of this place is numbred with the Letter M.

Barwick.

Lyeth northwest and by west from *Holy-Island*, Distance three Leagues; there is a Bar at the going into the River, where at low-water, at a Spring-tyde, is but six and seven foot water; the going in is beacon'd, which Beacons you leave on the Starboard-side going in, keeping close to them, as you may

How to
Sail over
the Bar
into the
Harbour.The Map
of Bar-
wick was
Survey'd
by Col.
Jacob
Richards.

may see in the Map, numbred with the Letter M. Being in, you may Anchor by the *Car-Rock*, or *Still-Rock*, where is nine foot at low-water, or run up to the Key by the Bridge. It floweth here at Full and Change south west by south. The Spring-tydes rise eighteen foot, and the Neap thirteen and fourteen foot. There is good Anchoring in the Road: without the Bar is five, six, or seven Fathom water.

A
DESCRIPTION
 OF THE
East-Coast of Scotland,
 WITH
The Isles of Orkney and Shetland.

St. Tab's-head.

FROM *Barwick* to *St. Tab's-head*, the Course is north west and by north, Distance five Leagues: between these two is a small place, called *Haymouth*, used by Fishermen with small Boats.

Isle of Bass.

From *St. Tab's-head* to the *Isle of Bass*, the Course is west north west four Leagues. This Island is a high round Island in the Sea, and lyeth on the south entrance of *Edinburgh Frith*, a little above a mile from the shoar: this Island is steep too all round it; there is fifteen Fathom water between it and the Main. On the south east side of it is a small Fortification with Guns on it, but naturally strong of it self, and not to be taken as long as they have Provisions: there is a Spring of fresh water on the top of it. This Island is a good Mark to know the *Frith*.

Isle of May.

The *Isle of May* beareth from the *Isle of Bass* north north east easterly seven miles, and is bigger than the *Bass*, but not so high, on which standeth a *Light-house*, that Ships may know the *Frith* in the Night; this Light may be seen six Leagues off. You may Anchor to the eastward of this Island in Eighteen Fathom water, bringing the *Light-house* west south west; and if your Anchor hold not you will drive into deep water, of which you must have a care to give Cable enough. *Dunbar* is a small Haven, used by Fishermen and small Vessels.

Keith-Isle.

From the *Isle of May* to *Inch-Keith-Island*, the Course is west south west, Distance seven Leagues, and from *Inch-Keith* to *Leith* south south west three miles; bring *Leith* south or south south east, and Anchor in *Leith-Road* in five, six, seven, or eight Fathom water.

Leith

Leith-
Peer.

Leith is a Tyde-Haven, where you enter at high-water, leaving the Beacon on the Larboard-side going in, as you may see in the Map of *Leith*, numbred with the Letter O. You Sail in between two wooden *Peers*, and lye dry at low-water by the Keys side. Here you have thirteen foot at high-water on Spring-tydes, and ten foot at Neap-tydes.

Queens-Ferry.To Sail
from
Leith to
Queens
Ferry.

To Sail from *Leith Road* up to *Queen's-Ferry*, Sail alongst the south shoar till you come to the small *Island of Cramond*, which you leave on the Larboard-side going up, and the *Rock-Muckrie* on the Starboard-side, and being past them, steer away west north west, till you open *Queen's-Ferry-Town*, and so stand away for it, and Anchor before the Town of *Queen's-Ferry* in five, six, or seven Fathom water. Note that the Tydes run very strong here; and those that have occasion to Sail further up, I advise them to a Pilot.

Brunt-Isle.

Brunt-Isle

Brunt-Island lyeth south by west from *Leith* four or five miles, and is a good Tyde-Haven; you Sail in north north west between two Stone-heads, where you lye dry at low-water. The Spring-tydes rise and fall here fourteen and fifteen foot, and the Neap-tydes eleven and twelve foot. It is high-water here at Full and Change south west by south; the same throughout the *Frith*.

There are several good *Peers* in the *Frith*, but all Tyde-*Peers*, where Ships lye dry at low-water.

Port-Seaton.

Port-Seaton.

My Lord *Winton* hath been at great Charges in building a Stone-Peer at *Port-Seaton*, where is twelve and thirteen foot water at Spring-tydes, and nine and ten at Neap-tydes. You may Anchor in the Bay before the Peer in six, seven, and eight Fathom good Ground.

Note that it is a general Rule for Anchoring in the *Frith*, that if you Anchor without twelve Fathom water, you will have good and clear Ground.

You may Anchor on the west side of the *May* in fifteen and sixteen Fathom water.

Carr-Rocks.

The *Carr-Rocks* lye off from *Fifness* east north east a mile in the Sea, the outward Rock dryeth the last quarter Ebb, the others are only seen at low-water on Spring-tydes. Keep the Light of the *May* south and by west, and that will carry you clear of the *Carr*; in the Night come no nearer it then in fifteen and sixteen Fathom water. If you be to the northward of it, you will have fifteen, sixteen, and seventeen Fathom; and if to the southward, you will have two and twenty, three and twenty, and four and twenty Fathom.

Inch-Cape-Rock.

Lyeth from *Fifness* four leagues north east half north; from the mouth of the River *Tay* east half south four leagues; from the *Red-head* south east three leagues and a half, and from the Light of the *May* north north east six leagues. The *Isle of Bass* on the *Isle of May* carries you just on the edge of the *Cape-Rock*; but the *Bass* on the east part of the *May* carries you clear; you have from eighteen to two-and twenty Fathom within a mile of it, except the south-west part of it, and there you will have four and five Fathom a mile off, as Mr. *Marr* saith, who is a very ingenious Mariner at *Dundee*. The Flood runneth over it south west, and the Ebb north east. This Rock is about a mile long, and a Cables length broad, and dryeth the last quarter Ebb, and is very dangerous, especially in smooth water at high-water time.

St. Andrew's-bay.

This Bay lyeth to the northward of *Fifness*, and between *Fifness* and the River *Tay*, in which Bay is very good Anchoring for Landerly-winds. In the bottom of which Bay lyeth the Town and Haven of *St. Andrew's*, where is a small Stone-Peer for small Vessels, where at Spring-tydes at high-water is ten and eleven foot, and seven and eight at Neap-tydes. Two miles to the northward of this place lyeth an Inlet called *Eden*, and at high-water sheweth as though it were a Harbour, but 'tis only a place for Boats.

Riber

River of Tay.

Lyeth four leagues to the northward of *Fifness*, and lyeth from the *Carr-Rocks* north north west. On the north side of the River is a red Sand-hill, called *Bukannais*, or *Eot-tonnas*, on which stand two *Light-houses* by the Sea side, being a leading Mark to Sail into the River *Tay*, between two Sands, the one Sand, which is the north sand, is called the *Goa*, and lyeth off east south east a mile and a half off from *Bukannais* side; the other Sand, which is the south Sand, is called *A-vertie*, and lyeth off from the south side of the River, east north east two miles and a half, and dryeth at low-water. Between these two Sand-heads in the going into the River *Tay*, which are a mile asunder, without which Sand-heads is but three Fathom water from Sand-head to Sand-head.

Directions to Sail into the River Tay.

BRing the highest part of *Bukannas-Hill* north west, or north west westerly, or the Lights together, till you bring the high pecked Hill, called *Dundeelaw*, just over *Castle-Broughty*, which is a leading Mark in; you may Sail within a Cables-length of the low Light by the water side, having six and seven Fathom water; then Sail up west and west southerly, being above *Castle-Broughty*; keep nearest the north shoar to avoid the *Newcom-Sand* that lyeth on the south shoar above *Castle-Broughty*, and then Anchor before the Town of *Dundee* in five or six Fathom water; bring the Town north east, where is a very good and safe Road for all Winds.

If you shall Sail into this River when it bloweth hard, and the Sea high, take two or three hours Flood with you, more or less, according as your Ship is in burden, and be sure to keep a good Head-sail: but if you should go in with the Tyde of Ebb, and a great Sea, it is very frightful and dangerous for laden Ships, all the Channel being of a breach.

Directions for Turning into the River Tay.

First be well assured of your Ships staying, then take an hours Flood with you, then are you sure of a good Tyde running in with you. In turning in you may open the *Light-houses* a little on either side, and when you are above the Lights, you stand to the northward into three Fathom water, and to the southward to the *South-bank*, which you may always know by the *Ripling* or *Beach* of the water in it; the Lead is not sure, for this Sand is steep too. You may open the Marks of *Dundee-Law* and *Castle-Broughty* a little off either side. The Map of *Dundee* is numbered with the Letter *P*. It floweth here at Full and Change south west by south. The Spring-tydes rise sixteen foot, and the Neap twelve foot.

Red-head.

From the River *Tay* to the *Red-head* the *Redhead* Course is north east by north about three Leagues. A mile to the westward of *Red-head* is the Town and Peer of *Arbroth*, a *Arbroth* place for Boats only. To the northward of *Redhead* is a fair Buoy, called *Lounan-Bay*, where is good Anchoring in eight or nine Fathom water, *Redhead* bearing south.

Montrose-River.

Lyeth four miles to the northward of *Montrose* *Red-head*; the going in to this River is very narrow; About two Cables length over there lyeth a Rock east north east from *Scurdinnais*, called the *Stone*, on the south side; and from the north side runs off a Spit of Sand, called the *Annot*: between this Sand and the *Stone-Rock* is the going into the River. The Marks to Sail in this River is this; bring the Rivers mouth west and by south, and run in till you see three Hills lying together in the Country, and a little House on an Island in the River, bring the House on the middle of the three Hills, and this Mark carries you in; run up before *Ferry-Den* and Anchor in four Fathom, or four Fathom and a half of water, and moor your Ship. But if the Wind blow hard, and the Sea high, be sure of your Ships working, and take notice that the Tyde of Flood cometh from the northward,

[F]

and

and sets strongly thwart the Rivers mouth to the southward ; but being within *Annot*, the Tyde runneth in strong with you ; the Rivers mouth is all of a Breach when the Winds are out and blow-hard, with the Tyde of Ebb. The House on the Island being kept open of the *Southland*, is also a good Mark to Sail into the River. The Map of *Montroß* is numbred with the Letter *P*. It floweth here at Full and Change south west by south.

Todhead.

Todhead. From *Montroß* to *Todhead* the Course is north east three Leagues; betwixt both is good Anchoring for Landerly-winds.

Dounfit.

Dounfit. From *Todhead* to *Dounfit* the Course is north north east. Easterly three Leagues on the north side is *Dounfit*, it is a good Bay for Anchoring in nine Fathom water, the Point south. In the bottom of this Bay is the Town and Peer of *Stonehive*, where at Spring-tydes at high-water you have twelve and thirteen foot water, and ten and eleven foot at Neap-tydes.

Girdlenais.

Girdlenais. From *Dounfit* to *Girdlenais* the Course is north north east half east four Leagues. A little to the northward of *Girdlenais* is the Bay of *Aberdeen*, where is good Anchoring in seven, eight, or nine Fathom water ; you may bring the Point of *Girdlenais* south and south by east.

Aberdeen.

Aberdeen. Lyeth a mile to the westward of *Girdlenais*, and is a Tyde-Haven, where Vessels enter at high-water ; you Sail close in by the south shoar : the Entrance into the River is very narrow. On the Larboard-side, going in, is a Beacon, you Sail close by it; the north shoar is a low sandy Point, on which is a *Block-house*, which you leave on the Starboard-side. You must not venter in here without a Pilot, for the Bar often alters : And you are to observe, that no Ship of any Burden; that draws ten, eleven, or twelve foot water, will adventure here, but when the water is very smooth, and the Winds off shoar, and Spring-tydes. Here

are always Boats ready to help Ships in and out.

Bokannais.

From *Girdlenais* to *Bokannais*, the Course is north north east and north east by north eight or nine Leagues. In the midway between them, is *Newbrough-Creek*, a place only for small Vessels.

Peter-head.

Peter-head lyeth a little to the northward of *Bokannais*, and lyeth within *Calk-Inch*. Here are two little dry Peers, only fit for small Vessels to enter at high-water.

To the southward of *Peter-head* is a large Bay, where you may Anchor in eight or nine Fathom water, and may Ride with the Wind off shoar : but have a care that the southerly Winds do not catch you there, for then you will have a hard Road.

Ratter-head.

From *Calk-Inch* to *Ratter-head* the Course is north two Leagues. There is a Ledge of Rocks runs off from *Ratter-head* east north east a mile into the Sea, therefore keep no nearer the shoar than twelve or thirteen Fathom ; or keep *Mormount*, (which is a high Hill in the Country, and sheweth like a Saddle) in sight above the Sand-hills of *Ratter-head*. *Mormount* may be seen ten or twelve Leagues at Sea.

Murrey-Frith.

Is a deep Bay, and lyeth in between *Bokannais* (which is the east part of Scotland) and *Dungsby-head*, which is the north of Scotland. This Bay is known by the name of the *North-Frith*, as *Edinbrough* is by the name of the *South-Frith*. In the westernmost part of this *Frith* lyeth two most excellent Harbours, *Cromerty* and *Inverness*.

Cromerty.

Lyeth to the westward of *Kinnards-head*, which is the north part of *Bokannais*, twenty Leagues ; the going in is almost a mile over between two high Lands, the shoar bold and steep, and no manner of danger in going in or out. The best Anchoring

choring is on the south side, just within the mouth of the Harbour. The Town or Village of *Cromerty* lyeth on the south side in the mouth of the Harbour; the north shoar of the Harbour is sandy, and dryeth at low-water: you may stand into either side of the Harbour by your Lead, the sounding being good, and shoaleth gradually. Five miles above the Harbours mouth it falleth narrow at *Inverbrecky-Ferry*, where is fifteen Fathom water; and as you sail further up it shoaleth gradually, there being five Fathom water at low-water five miles above the Ferry of *Inverbrecky*. The Map of this place is numbred with the Letter *Q*. This Harbour is able to contain the Navy Royal. It floweth here at Full and Change south and by east. The Spring-tydes rise and fall fifteen and sixteen foot, and the Neap-tydes twelve and thirteen foot.

Inverness.

Lyeth to the south end of *Cromerty* fourteen miles. To sail to *Inverness* from the mouth of *Cromerty*, keep close to the west shoar till you come to *Chanry-Point*, which is a low sandy Point, and there it is very narrow. Being about the Point of *Chanry*, keep the west shoar till you come near to the mouth of *Inverness*, where on a low Point of the mouth of the River, you will see the Ruins of a Cittadel; about a mile from this Cittadel lyeth a Bar, on which is but fifteen foot at low-water; so that if your Ship draw above fifteen foot water, you must stay for a Tyde. Being over the Bar, you may run up the River *Beauly*, and Anchor at *Kessock* in ten or fifteen Fathom water. The Town of *Inverness* lyeth a mile up the River, which is fresh water.

Being got within the *Chanry-Point*, you may Anchor before the Town of *Chanry*, as you may see in the Map. But if any Ship that is not acquainted, and is fearful to adventure up to *Inverness*, they may have a Pilot at *Cromerty*.

Findhorn.

Lyeth east south east from *Cromerty* four ^{*Findhorn*} Leagues, and is a Tyde-Haven, where Vessels enter at high-water.

Tarbetness.

From *Cromerty* to *Tarbetness*, the Course ^{*Tarbetness*} is north east and by north four Leagues, a bold and clean shoar; only in the *Fairway* there lyeth a small parcel of Rocks, about half a mile from the shoar, called the *Three Kings*, which shew above water.

Tarbet-Bay, or The Frith of Taine.

To the northward of *Tarbetness* lyeth ^{*Tarbet-Bay or The Frith of Taine*} into the westward a deep Bay, called *Tarbet-Bay*, or *The Frith of Taine*. Such Ships as have occasion to sail up to *Taine* must take in a Pilot, for there lyeth a Bar about five miles to the westward of *Tarbet-Point*, where is but six foot at low-water. But in the Bay is good Anchoring for all Winds but easterly.

Dungesby-head.

From *Tarbet-Point* to *Dungesby-head*, ^{*Dungesby-head*} the Course is north east and by north and north north east fourteen Leagues. Between which Head and the *Islands of Orkney* is a Channel, called *Pentland-Frith*, where is the strongest Tyde in all the Coast of *Great Britain*.

The

T H E
I S L A N D S
O F
O R K N E Y.

AR E several Islands that lye to the northward of *Scotland*, in which are many good Harbours, and good sailing between the most part of them. The Tydes run very strong amongst them: You will see (in the Map of the *Isles of Orkney*, numbred with the Letter R.) several Arrows, which shew that the Tyde of Flood setteth the same way the Arrows Point, and the Tydes of Ebb to the contrary.

Pomona.

Pomona. *Pomona* is the greatest Island, on which is the Town of *Kirkwell*, where the Bishop of *Orkney* resides. In this Island of *Pomona* are two very good Harbours, *Dearfound* and *Cairston*.

Dearfound.

Dearfound. Lyeth on the north east end of *Pomona*, just within the *Mulhead*, which Head is high land and very remarkable, as you may see by the making of it in the Map, numbred with the Letter S. The *Mulhead* is bold and steep too; the Harbours mouth lyeth from this Head a League, and the Harbours mouth is about a mile over. Keep in the middle, for there lyeth off some sunk Rocks from Point *Nestin*, which is on the Starboard-side going in; being past this Point, then edge to the northward, and bring Point *Nestin* east and by north, and Anchor in five Fathom water at low-water. It floweth here at Full and Change south east and by south. The Spring-tydes rise and fall ten and twelve foot, and the Neap-tydes seven and eight foot in this Harbour. The *English* Convoy and Fishermen for *Iceland*, make use of this

Harbour most commonly to fill fresh water, and take in Turff for Firing. Provisions are here good and Plenty, all these Islands afford much Corn. Fish of all sorts is very plenty and cheap.

Cairston.

Lyeth at the south west end of *Pomona*, *Cairston*, and is a good and safe Harbour, and is a good out-let to the westward. There are several Channels to sail to it, as you may see by the Map. There is a good Channel at the south end of *Pomona*, called *Hamsound*. You sail close by the Point of *Rosness*, leaving the Island *Lambholme* on the Larboard-side, and so keep the Island *Pomona* aboard till you come up to *Cairfound*.

There is a good Channel between *South-Ronalsha* and *Burra*, and another broad Sound between the Island of *Hoy*, *Flota*, and *South-Ronalsha*. Between the *Isle of Hoy* and *Pomona*, are many good places to Anchor in, where you ride Land-lockt. The Tydes run in and out very strong between the west end of *Hoy* and *Pomona*, where you will have great Riplings and Breaches, as though there were shoal-water, yet the Channel is bold and deep, and no danger; in the Harbour of *Cairston* is no manner of Tyde, where you ride with great safety. It floweth here at Full and Change south east. The Spring-tydes rise and fall ten and twelve foot.

Kirkwell.

Kirkwell-Road.

Kirkwell-Road.

To sail into *Kirkwell-Road*, you must sail between *Pomona*, and *Shapinsba*, leaving the Island *Egar-Holm* on the Starboard-side, and the Island *Thieves-Holm* on the Larboard-side; being about the Island, stand into *Kirkwell-Road*, and Anchor before the Town in five, six, seven, eight, or nine Fathom water.

Moonos-Bay.

Moonos-Bay.

There is very good Anchoring to the westward of *Kirkwell-Bay*, called *Moonos-Bay*. There are several sunk Rocks that lye to the northward of *Kirkwell-Bay*, between it and the Island *Garfay*. But I would not have any Stranger sail that way but with a Pilot.

Wirefound.

Wirefound.

To sail into *Wirefound* from the eastward you must sail into *Stronsa-Frith*, between the *Mulhead* and *Stronsa*; in which *Frith* runneth a very strong Tyde, especially on Spring-tydes, so that if you should Anchor, your Cables and Anchors must be very good to hold, besides the Ground is foul. Here you will have great Riplings and Breaches caused by the strength of the Tydes, and yet deep water. Being entred into the *Frith* between the *Mulhead* and *Stronsa*, keep over to *Shapinsa*, and sail between it and *Green-Island*, leaving *Shapinsa* on the Larboard-side, and *Green-Island* on the Starboard-side, and then sail between *Wire*, *Eglesba* and *Rowfay*, which three Islands make a good Road, called *Wirefound*; you may turn in with a Tyde, there being no danger; only from the south end of *Eglesba* lyeth off some Rocks, of which you must have a care, they lye a mile off

Bring *St. Agnis Church* north east, or east north east, and Anchor in six, seven, eight, or nine Fathom water. This is a good Road, and but little Tyde, and is used by the *Iceland* Fishermen when they are bound for *Iceland*.

Scoknesholm.

There is a narrow Channel to sail out at the north end of *Wirefound*, between *Rowfay* and a little Island, called *Scoknesholm*, where is four Fathom at low-water, keep in the middle between them. But the best Channel is to go out at the south end of *Eglesba*, and so sail out *Westra-Frith*, between *Rowfay* and *Westra*, keeping nearest to *Rowfay*, for there lyeth some sunk Rocks about two Miles off from *Croskirk* on *Westra*.

There is a Channel between *Stronsa*, *Sanda*, and *Eda* into *Stronsa-Frith*, and so to *Wirefound*, and out of *Westra-Frith*.

I have given you an Account of the best Harbours in these Islands; only there are several others, which are made use of but by small Vessels, which I have no occasion to mention, my only design being to harbour Ships in the best Harbours.

Faire-Isle.

Between the Islands of *Orkney* and the Islands of *Shetland*, is a small Island called *Fair-Isle*, which is inhabited. The Dutch *East-India* Ships, as they go and come from *India*, sail between the Islands of *Orkney* and *Shetland*, and homeward bound they send alhoar at this *Fair-Island* for Letters of Advice; but commonly the Dutch *East-India* Company send a Ship to meet them here with Advice.

T H E
I S L A N D S
O F
S H E T L A N D.

THese Islands lye away north half east from *Bokannais* in *Scotland* about five and forty Leagues to the southward part of them, called *Sumbrough-head*, and north east from the *Island of Orkney* sixteen or seventeen Leagues. *Shetland* is high Land, and very remarkable, as you may see by the making of the Land, numbred with the Letter *W*.

A Description of the East side of the South part of Shetland, from Sumbrough-head to the Isles of Brasey and Nos, and from thence to Laxford and Catford-Sounds.

Sumbrough-head.

*Sum-
brough-
head.*

Sumbrough-head is the south part of *Shetland*: between it and *Fitfil-head* are three Bays, as you may see in the Map of *Shetland*, numbred with the Letter *W*

Quindel-Bay.

Quindel-Bay.

The best is *Quindel-Bay*, and lyeth on the east side of *Fitfil-head*, and is a good place to Anchor in six, seven, or eight Fathom water; the Sea being open but to four Points of the Compass.

West-Voe.

A little to the westward of *Sumbrough-head* is a small Bay, called *West-Voe*, where

you Anchor in seven or eight Fathom water, and is a good Road for all Winds, but from the south to the south east.

East-Voe.

About a Mile to the northward of *Sumbrough-head* is a Bay, called *East-voe*, and lyeth south south west in, where you Anchor in three or four Fathom, and is a good Road for all Winds, but north east Winds. As you sail in and out you must keep a Cables length. At the Entry into this Bay is another Bay, and runneth in west and by north, where is shoal-water, not above four and five foot.

About six miles to the northward of *Sumbrough-head* is a little Inlet, where are two Bays, *Lewenwick* and *Sandwich*.

Lewenwick.

Lewenwick lyeth in west north west, and west and by north; and as soon as the Bay opens, you sail in west, and west and by south, and Anchor in seven and eight Fathom water.

Sandwich.

Sandwich runneth in north, and north and by east, and is a little Bay, where you Anchor in seven Fathom water. The Point of *Nonnaife* lyeth from *Lewenwick* about a Mile.

Island of Musa.

From the Point of *Nonnaife* lyeth the *Island of Musa* north east about a mile: there is a Channel between the Island and the

the Main. North west and by north, and north north west from this Island, is a little Inlet going in north, called *Eths-Noe*, where is but ten and twelve foot.

Brassey.

From the Island of *Musa* to the Head of *Brassey* or *Wart-hill*, the Course is north two Leagues. Between the Island of *Brassey* and the Main is the going into *Brassey-Sound*, leaving *Brassey* on the Starboard-side, there is no manner of danger in sailing in and out at *Brassey-Sound*. You may Anchor before the Town of *Lerwick* in five, six, seven, eight, nine, or ten Fathom-water Land-lock. The Earl of *Sandwich*, in the Year 1665. in the War with *Holland*. Anchored here with the *English* Fleet under his Command. This is a most excellent Harbour, and much frequented by the *Dutch* Herring-Fishers Busses; for at these Islands the *Dutch* begin their Summer-herring fishing, and so follow the Fish from this Place to the Coast of *Scotland*, and the Coast of *England*; they begin to fish at *Shetland* about the middle of *June*, and continue fishing from thence to *Tarmouth*, till the latter end of *September*: there have been five hundred Sail of *Dutch* Herring-Busses at a time in *Brassey-Sound*. Here you have fresh water, and Turff for firing, and great plenty of several-sorts of Fish.

Island of Noffe.

You may very easily know the going into *Brassey-Sound* by the Island of *Noffe*, which lyeth to the eastward of the Island *Brassey*, the eastward part of which Island is called *Hang-cliff*, being a high steep Cliff by the Sea side, and hanging over into the Sea. *Wart-hill*, or *Sandwich-hill* is very remarkable, as you may see in the Map of *Brassey*, numbred with the Letter *T*. It floweth here at Full and Change south east and by south. The Spring-tydes rise and fall eight foot, and at a Neap-tyde five foot; here is but a small Tyde: the Flood cometh into the south Entrance, and runneth out at the north Entrance, and the Tyde of Ebb to the contrary: the Tydes are strongest at the north Entrance.

Holme of Cruester.

Being in *Brassey-Sound*, and that you would sail out at the north end, called the *North-Sound*, keep the Main-side till you are past a small Island, called *The Holme of Cruester*, for to the westward of this Island lyeth some sunk Rocks, called *Loofhabor*, being past these Rocks, steer away to the northward, and when you come to the first narrow Entrance, there is a middle bank on which is but fifteen foot water; but there is a narrow Channel of eighteen foot water of each side of it; you may keep of either side of it, the shoars being bold, and then you come into a broader place, and then narrow again, which is the northermost Passage; you must keep the Main aboard, and go close by the small Island or Rock called *Scotland*, for there lyeth some sunk Rocks off from *Brassey* side, as you may see in the large Map of *Brassey*: being out at the north end, you have a good Channel out between *Beoster-Island* and *Green-Island* into the Sea.

The Voes.

Between the Island of *Brassey* and a head Land called the *Mull of Esweek*, lyeth in four deep Sounds and Bays, called by the Inhabitants *Voes*: the southernmost is called *Deal's Voe*, and lyeth two Miles to the northward of the Island *Brassey*, and is a Bay, lying in south west and by south two Miles, but not above a quarter of a Mile broad. About three quarters of a Mile from *Kebeester-Point*, which is on the south side, there lyeth a Rock called *Toagrood*, and sheweth at half-tyde. It beareth from the said Point of *Kebeester* north east and by north.

Laxford-Voe.

A Mile to the northward of *Deal's Voe* is *Laxford-Voe*, lying south west and by south two Miles, much like *Deal's Voe*, where is three, four, five, six, seven, eight, nine and ten Fathom water clear Ground, and good Anchoring.

Websters-Voe.

A little to the northward of *Laxford-Voe*, lyeth *Websters-Voe*, a Mile in west and by south,

south, where is good Anchoring in four, five, six, seven, and eight Fathom water.

Catford-Voe.

Catford-Voe.

Catford-Voe is the northernmost and the best, for there you ride Land-lockt for all Winds. This is a most excellent Bay, and able to hold a Navy Royal, where you may Anchor in what depth of water you please, from fourteen Fathom to three Fathom clear Ground.

From *Sumbrough-head* to *Nonnais*, the Flood runneth to the northward; but from *Nonnais* to *Brassey*, the Ebb falleth to the northwards, and the Flood to the contrary, as the Ebb doth from *Nonnais* to *Sumbrough-head*, so that the Tydes part at *Nonnais*.

A Description of the West-Coast of the south part of Shetland, from Fitfil-head to Scallaway.

Colsa-Island.

Colsa-Island.

St. Ringins Island.

FROM *Fitfil-head* to the *Island of Colsa*, the Course is north north west two Miles, and from *Colsa* to the *Island of St. Ringins*, the Course is north and by west two Miles. This Island is joynd to the Main by a little Isthmus of Sand, which overfloweth at some high Tydes. To the southward of this Isthmus, and within the Island, is a fair sandy Bay, where is a good Road to Anchor in seven, eight, or nine Fathom. There is a good Road to the northward of this Isthmus, where is a good Road for easterly and southerly Winds.

Little Hebra and Great Hebra.

Little Hebra and Great Hebra.

Two Miles north and by west from the Island of *St. Ringins* are two Islands, called *Little Hebra* and *Great Hebra*; between which and the Main is the little Island, called the *Holme of Maywick*. Between this Island, and the Island *Hebra*, is the Entrance into *Clift-Sound*, which is a fair and clean Sound, and runneth in north half east two Leagues and a half, having the Island of *East-Buro*, and the Island *Tronzo* on the west, and the main Land on the East, and a mile broad in some places, and other places less, as you may see in the Map; where you may

Anchor in good Ground, from eighteen Fathom to five Fathom. At the northernmost part of this Sound the Island of *Tronzo* lyeth within a Cables length of the Main, at which narrow place is a Bar, where is but six and seven foot water at low-water, and eleven and twelve foot at high-water to sail over the Bar, Keep close to the Main, and within half a Mile of the Town of *Scallaway*.

The best Channel to go into *Scallaway*, is to sail without the Island of *Buro*, and bring the Castle of *Scallaway* north east and by east; there is a leading Mark, which is to keep the Castle of *Scallaway* just open of the south side of *Green-Island*, and this Mark will carry you in between *Buro*, *Oxna*, and *Papa*, leaving *Buro* on the Starboard-side; and *Oxna* and *Papa* on the Larboard-side, and so sail in between *Green-Island*, and the little Island called *Narry*, which are not above a Cables length asunder: being past these Islands, run in with the Castle open before the Town, in four, three, or two Fathom water. It floweth here at Full and Change south south east, and south east by south.

From *Sumbrough-head* to *Scallaway* the Tyde of Ebb runneth to the northwards, and the Flood to the contrary. Here I found the Variation to be six Degrees westerly; and the same at the Islands of *Orkney*.

The north part of the Island of *Shetland* I had not time to Survey, the Summer being well spent; at which time I went to the Islands of *Orkney*, and from thence to *Cromerly* and *Inverness*; from which place I parted at the latter end of October in the Year 1685.

- 1681. I surveyed the Channel from *Dover*
- 1682. to the Lands end in *Cornwall*.
- 1683. Surveyed the Islands of *Scilly* and the *Severn*, with *Milford-Haven*.
- 1684. Surveyed the Coast from *Harwich* to *Edinbrough*.
- 1685. Surveyed the Coast from *Edinbrough* to *Orkney* and *Shetland*.
- 1686. Surveyed the Coast from *Milford* to *Chester*.
- 1687. I survey'd *Liverpool*, the *Isle of Man*, *Carreck-fergus*, *Dublin*, *Kinsale* and *Cork*, which is all that is survey'd, and is the most usefulest and necessary part to Navigation. I could heartily wish that the west part of *Ireland* and *Scotland* may hereafter be survey'd, &c.

COURSES

COURSES and DISTANCES

From Place to Place from

LONDON-BRIDGE

(All alongst the Sea-Coast) to

BARWICK.

Note that the Distances are put down in Leagues or Miles, L standing for Leagues, and M for Miles.

	L.	M.		L.	M.
FROM London to Gravesend several Courses down the several Reaches	6	2	From Caſtor-Lights to Winterton-Neſs-Lights north and by west, and north north west and north	2	2
From Gravesend to the upper end of the Hope west	1	0	From Winterton-Neſs to Haſebrough north west	3	
From the upper end of the Hope to the lower end of the Hope north and by eaſt	1	0	From Haſebrough to Foulneſs north west and by west	2	1
From the lower end of the Hope to the Buoy of the Nower west	3	2	From Foulneſs to Blakeney north west and by west	3	
From the Buoy of the Nower to the Black-Tayl west north west	3	2	From Foulneſs to the Spurne north west westerly	19	
From the Black-Tayl to the Shoo-Beacon the Courſe is north eaſt	1	1	From Blakeney to the Spurne north west	16	
From the Shoo-Beacon to the Whittaker-Beacon, the Courſe is north north eaſt	1		From the Spurne to Flambrongh-head north by west	9	
From the Shoo-Beacon to the Buoy of the Middle north eaſt by north	1	1	From Flambrongh-head to Scarbrough north west	5	
From the Buoy of the Middle to the Buoy of the Spits north eaſt	2		From Scarbrough to Whitbay north west and by north	5	
From the Buoy of the Spits to the Buoy of the Gunſleet north eaſt	3		From Whitbay to Hartley-Pool north west and by west	7	
From the Buoy of the Gunſleet to the Middle of the Sledway north eaſt and north eaſt and by eaſt	3		From Hartley-Pool to Sunderland north by west	4	
From the outward part of the Sledway or Weſt-Rocks to Balſey-Cliff north north west	3		From Sunderland to Tinmouth-Bar north	2	2
From Balſey-Cliff to Orfordneſs north eaſt and by north, and north eaſt	4		From Tinmouth-Bar to Seaton-Sluce north north west	2	
From Orfordneſs to Sole-Bay north by eaſt	4		From Tinmouth-Bar to Blythe north north west	3	
From Sole-Bay to Laſtiſſ north by eaſt and north	3	1	From Tinmouth-Bar to Cocket-Iſland north by west	6	1
From Laſtiſſ to Yarmouth-Haven	2		From Cocket-Iſland to the Staples north	6	2
From Yarmouth-Haven to Caſtor-Lights north			From the Staples to Holy-Iſland north west and by west	2	
			From Holy-Iſland to Barwick north west and by west	3	

[H]

Courses

*Courses and Distances from place to place alongst the Sea-Coast of Scotland,
from Barwick to the Islands of Orkney and Shetland.*

	L. M.		L. M.
F rom Barwick to St. Tabb's-Head north west by north	5	From Kinnards-head to Tarbet-Nefs west by north	19
From St. Tabb's-Head to the Isle of May north north west half west	5	From Ratter-head to Dungenby-head north west	25
From St. Tabb's-Head to the Isle of Bass north west and by west	4	From Ratter-head to South-Ronalsha on the Isles of Orkney north west and by north	27
From the Isle of Bass to the Isle of May north north east	2	From Ratter-head to North-Ronalsha one of the Isles of Orkney north by west half west	35
From the Isle of May to the Isle of Keith west south west	7	From South-Ronalsha to Fair-Isle north east	20
From the Isle of Keith to Leith south west by south	1	From North-Ronalsha to Fair-Isle east north east	9
From the Isle of May to Fifness north by west	2	From Buckanness to Fair-Isle north westerly	40
From the Isle of May to the Carr-Rock north	2	From Cromerty to Tarbet-Nefs north east and by north	3
From the Isle of May to the Cap-Rock north north east	5	From Tarbet-Nefs to Nofhead north north east	11
From the Cap-Rock to the Redhead north west and by north	3	From Nofhead to Dungenby-head north by west	2
From the Cap-Rock to Montros north north west	5	From Dungenby-head to Stroma north by west	2
From Montros to Todhead north east	3	From Cromerty to Fair-Isle north north east half east	41
From Todhead to Dunfit north east and by north	3	From Cromerty to Sumbrough-head in Shetland north north east half east	48
From Dunfit to Girdleness north east and by north	3	From Buckanness to Sumbrough-head in Shetland north easterly	47
From Girdleness to Aberdeen west	0	From Buckanness to Unst the north east part of Shetland north by east	67
From Girdleness to Buckanness north east and by north	8	From South-Ronalsha in Orkney to Sumbrough-head in Shetland north east northerly	28
From Buckanness to Peter-head north	1	From North-Ronalsha to Sumbrough-head north east and by east	15
From Peter-head to Ratter-head north north west	1		
From Ratter-head to Kinnards-head north west	1		
From Kinnards-head to Cromerty west	20		

Thwart Courses and Distances between England, Flanders and Holland, &c.

	L. M.		L. M.
F rom Winterton-Nefs to the mouth of the Maze going up to Rotterdam east by south	28	From Winterton-Nefs to the Texel east north east	38
From Winterton-Nefs to Gorey east by south southerly	28	From the South-Foreland to Dunkirk east and by south	12
From Winterton-Nefs to Flushing south east by east easterly	27	From the South-Foreland to Newport east	15
From Winterton-Nefs to Ostend south east half south	25	From the South-Foreland to Ostend east northerly	17
From Winterton-Nefs to Newport south east by south	25	From the South-Foreland to Flushing east by north northerly	24
From Winterton-Nefs to Dunkirk south south east	25	From the South-Foreland to the Maze east north east half north	32
		From	

From the South-Foreland to the Texel L. M. north east	51 1	From the North-Foreland to the Gal-L. M. Laper north east half north	9
From the North-Foreland to Dunkirk south east by east	14	From Lastiff to Dunkirk south south east half south	32
From the North-Foreland to Newport east south east	16	From Lastiff to Ostend south east by east	30
From the North-Foreland to Ostend east by south	17 1	From Lastiff to Flushing south east	30
From the North-Foreland to Flushing east	23 2	From Lastiff to the Maze east by south half south	28
From the North-Foreland to Gorey east by north half north	27 2	From Lastiff to the Texel east by north northerly	34 2
From the North-Foreland to the Maze east north east	30	From Winterton-Nefs to the Maze south east by east	31 1
From the North-Foreland to the Texel north east half north	48	From Winterton-Nefs to the Texel east half north	34
		From the Maze to Harwich west	32

*Thwart Courses and Distances from place to place between England, Holland,
Jutland, Norway, and Scotland.*

From Winterton-Nefs to Holy- L. M. Island or Heylgelant before the mouth of the River Elve east by north	71	From Tinmouth-Bar to the Texel south L. M. east by east	80
From Winterton-nefs to the Naze of Norway north east and by north	113	From Tinmouth-Bar to Heylgelant east by south	106
From Winterton-nefs to Bergin in Nor- way north north east	150	From Tinmouth-Bar to the Naze of Norway east north east northerly	110
From Winterton-nefs to the Statlant in Norway north by east	200	From Tinmouth-Bar to Bergin north east northerly	130
From Winterton-nefs to Flambrongh- head north west half north	34	From Tinmouth-Bar to the Statlant in Norway north north east half east	160
From Winterton-nefs to Tinmouth-Bar north west half north	47	From Tinmouth-Bar to Shetland north	95
From Winterton-nefs to the Staples north west by north	68	From Tinmouth-Bar to Buckanefs N.	40
From Winterton-nefs to Buckanefs in Scotland north north west westerly	100	From the Isle of May in the mouth of Edinbrough-Frith to the Maze south east half south	106
From Winterton-nefs to Shetland north by west	144	From the May to the Texel south east half east	98
From the Spurne to the Texel east by south	54	From the May to Heylgelant before the Elve east south east	120
From the Spurne to Heylgelant before the mouth of the Elve east half north	87	From the May to the Naze of Norway east by north	109
From the Spurne to the Naze in Nor- way north east easterly	113	From the May to Bergin north east by east easterly	120
From the Spurne to Bergin in Norway north east by north northerly	147	From the May to the Statlant north east by north easterly	150
From the Spurne to the Statlant in Norway north north east	180	From the May to Shetland north	73
From the Spurne to Buckanefs in Scotland north by west	86	From the May to Buckanefs north east by north	27
From the Spurne to Shetland north westerly	124	From Buckanefs to the Maze south south east easterly	132
From Tinmouth-Bar to the Maze south east	87	From Buckanefs to the Texel south east by south	120
		From Buckanefs to Heylgelant south east half east	132
		From Buckanefs to the Naze in Norway east half south	100
		From	

From <i>Buckanefs</i> to the <i>Bergin</i> east	L. M.
north east	96
From <i>Buckanefs</i> to the <i>Statlant</i>	
north easterly	46
From the <i>Statlant</i> to <i>Drunton</i> north	
east, and north north east	80
From <i>Shetland</i> to the <i>Statlant</i> east	
north east	80

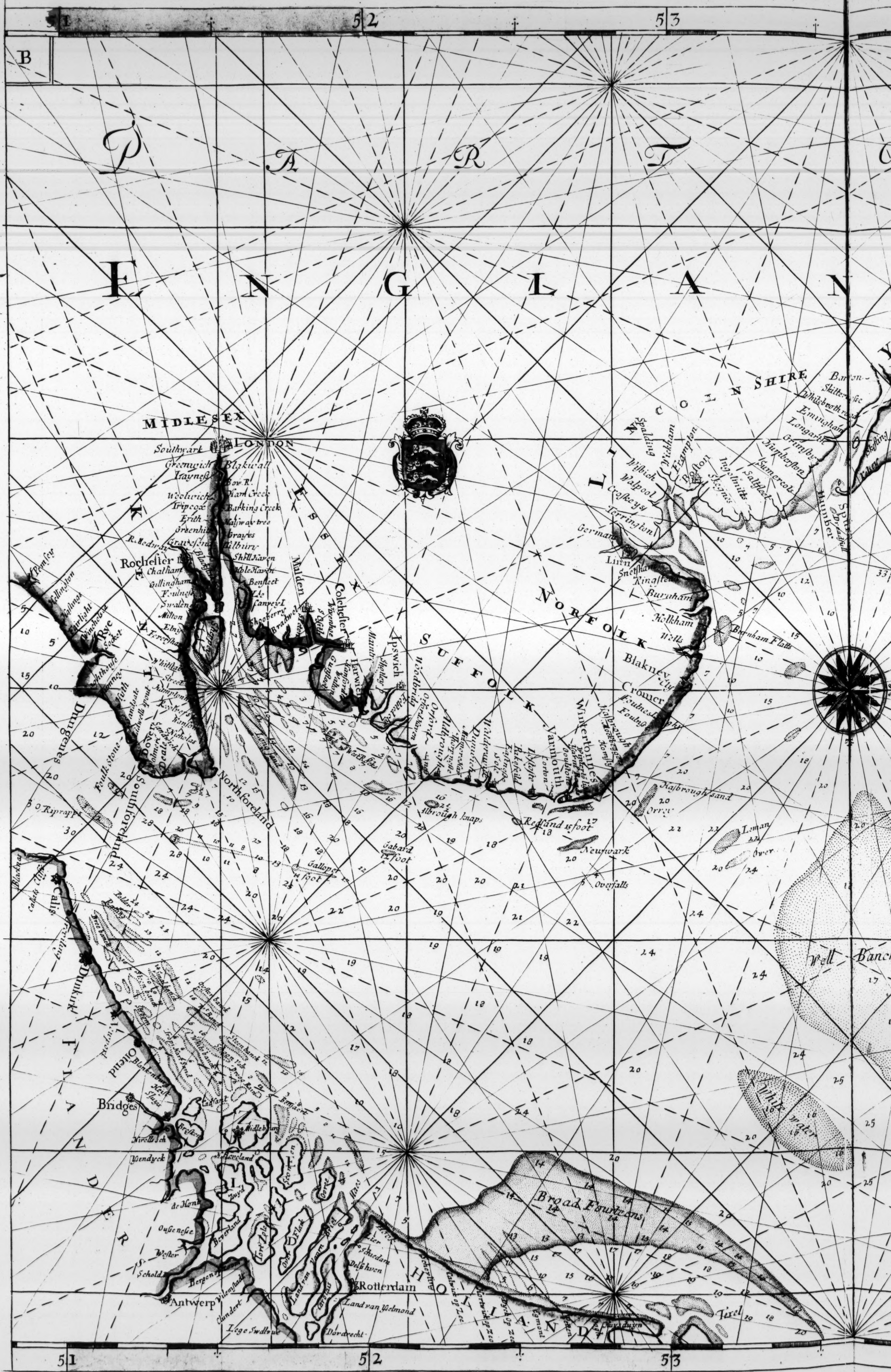
Note that there is now on the Coast of England and Scotland six Degrees and a half variation westerly, of which I advise all Seamen to allow it in their Courses.

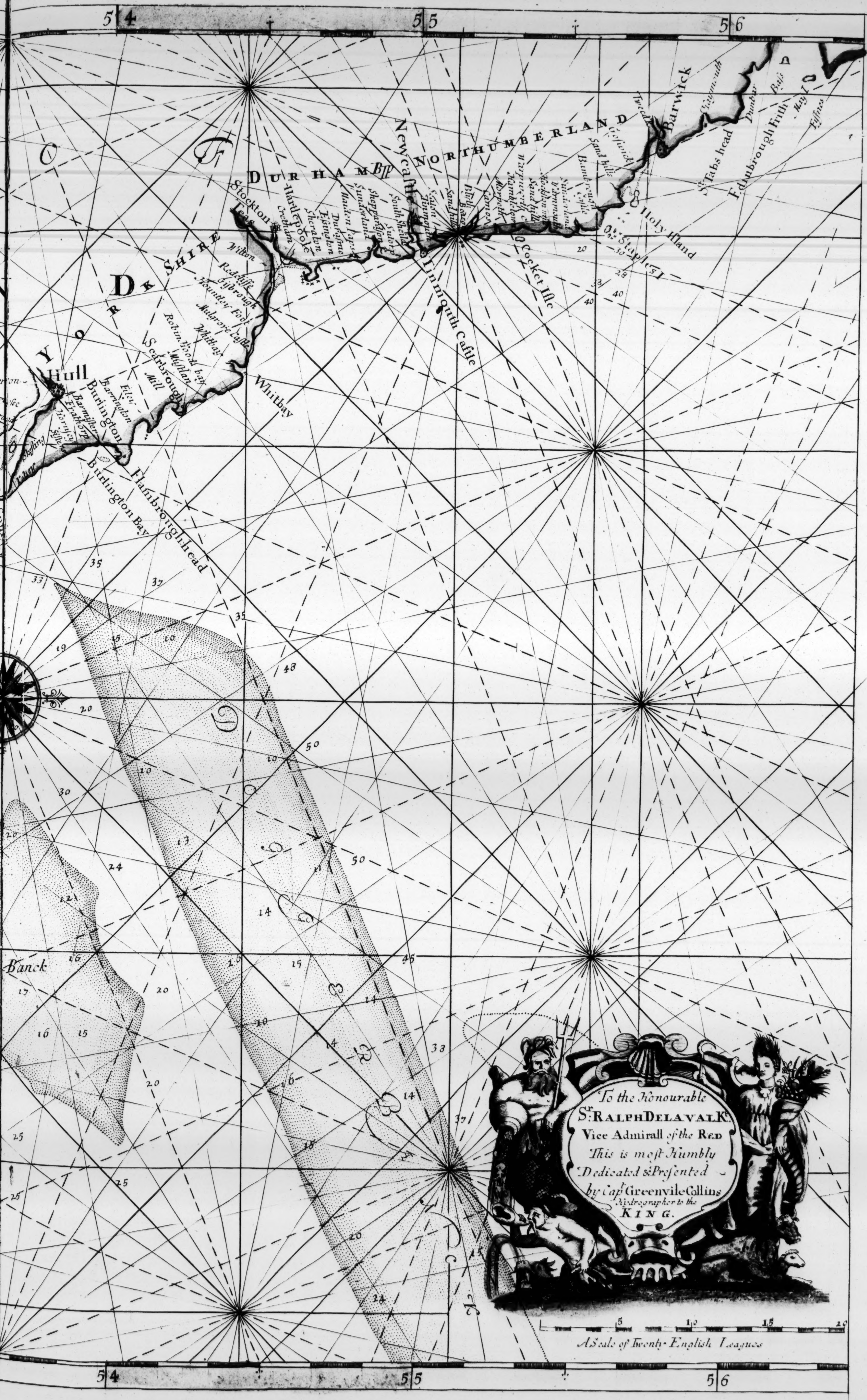
A TYDE-TABLE, shewing the Time of High-water, when the Moon is at Full and Change, how many Feet the Water Riset and Falleth at a Spring-Tyde, and how the Tyde of Flood and Tyde of Ebb setteth, beginning at London-Bridge, and so continuing to the Northward to the Islands of Orkney and Shetland.

Note that H stands for Hours, M for Minutes, and F for Feet.

	H.	M.	F.		H.	M.	F.
L <i>Ondon-bridge</i> south west	3	00	18	hours after it is High-water, which			
<i>Gravesend</i> south south west	2	30	20	is Half-tyde	9		
<i>Buoy of the Nower</i> south half west	11	15		<i>Cromer</i> and <i>Blakeney</i> east south east	7	30	10
<i>Shoo-Beacon</i> south	12			From <i>Blakeney</i> to <i>Flambrough-head</i> the			
<i>Buoy of the Middle</i> south	12			Flood setteth south east, and the Ebb			
<i>Buoy of the Gunfleet</i> south	12			north west			
<i>Harwich Harbour</i> south	12			<i>Spurne</i> east by north	5	15	10
<i>Handford water</i> south	12	00	16	<i>Hull</i> east and west	6	00	16
<i>Woodbridge-Haven</i> south half east	11	45	11	<i>Burlington-Peer</i> east north east	4	30	13
<i>Albrough-Haven</i> south half east	11	45	10	<i>Scarborough</i> east north east	4	30	13
<i>Orfordness</i> south by east	11	45		<i>Robinhood Bay</i> , <i>Whit-Bay</i> , <i>Tease</i> and			
<i>Sole-Dunwich</i> and <i>Walters-wick</i> south				<i>Hartley-Pool</i> north east by east	3	45	
south east	10	30	7	<i>Sunderland</i> north east	3	00	10
<i>Laiff</i> south south east quarter Tyde	10	30	7	<i>Tinmouth-Bar</i> , and <i>North</i> and <i>South-</i>			
<i>Tarmouth-Haven</i> south east and by				<i>Shields</i> , north east	3	00	13
south quarter Tyde, that is, the Tyde				From <i>Tinmouth Bar</i> to <i>Flambrough-head</i>			
of Flood runneth to the southward				the Flood setteth south west, and			
one hour and half after it is High-				south west by south, and the Ebb to			
water in the Peer. The same at				the contrary.			
<i>Laiff</i> and the <i>Standford</i>	10	15	6	<i>Seaton Sluce</i> north east and by north	2	45	10
<i>Gallapar-Sand</i> south. The Tyde runs				<i>Blythe</i> north east by north	2	45	10
over it south west by west, and				<i>Cocket-Island</i> south west by south	2	45	15
north east by east three or four				<i>Holly-Island</i> south west by south	2	45	15
Leagues a Watch	12	00	16	<i>Barwick</i> south west by south	2	45	18
<i>Gabard-Sand</i> south	12	00	15	<i>Leith</i> , and all the <i>Peers</i> in <i>Edinbrough-</i>			
At the <i>Maze</i> south south west: but the				<i>Frith</i>	2	45	14
Tyde runneth in one hour and a				<i>St. Andrews</i> and <i>Dundee</i> south west by			
half after it is High-water; so that				south	2	45	
a slack Water is a quarter Ebb. The				<i>Montross</i> south west by south	2	45	
Tyde of Flood runneth three hours				<i>Aberdeen</i> south by west	0	45	
in the <i>Offin</i> to the Northward, after				<i>Buckanefs</i> , <i>Peter-head</i> , and <i>Ratter-</i>			
it is High-water on the <i>Maze</i> , which				<i>head</i> south	12		
is Half-tyde	2	15	7	<i>Cromer</i> and <i>Inverness</i> south by east	11	45	16
<i>Winterton-Ness</i> south east. But the				<i>Isles of Orkney</i> south east by south	9	45	12
Flood runneth into the <i>Ness</i> three				<i>Shetland</i> south east and by south	9	45	8

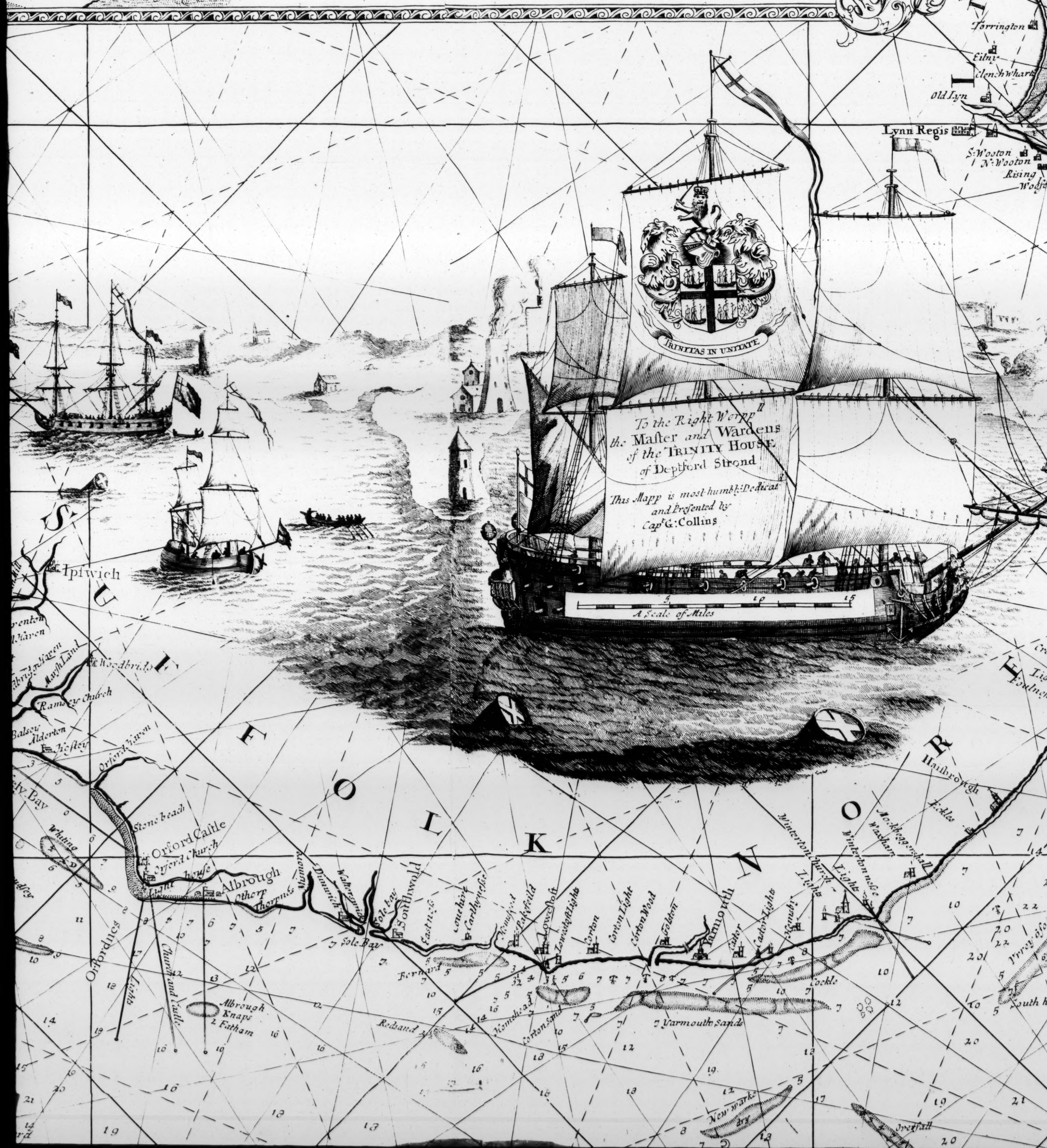
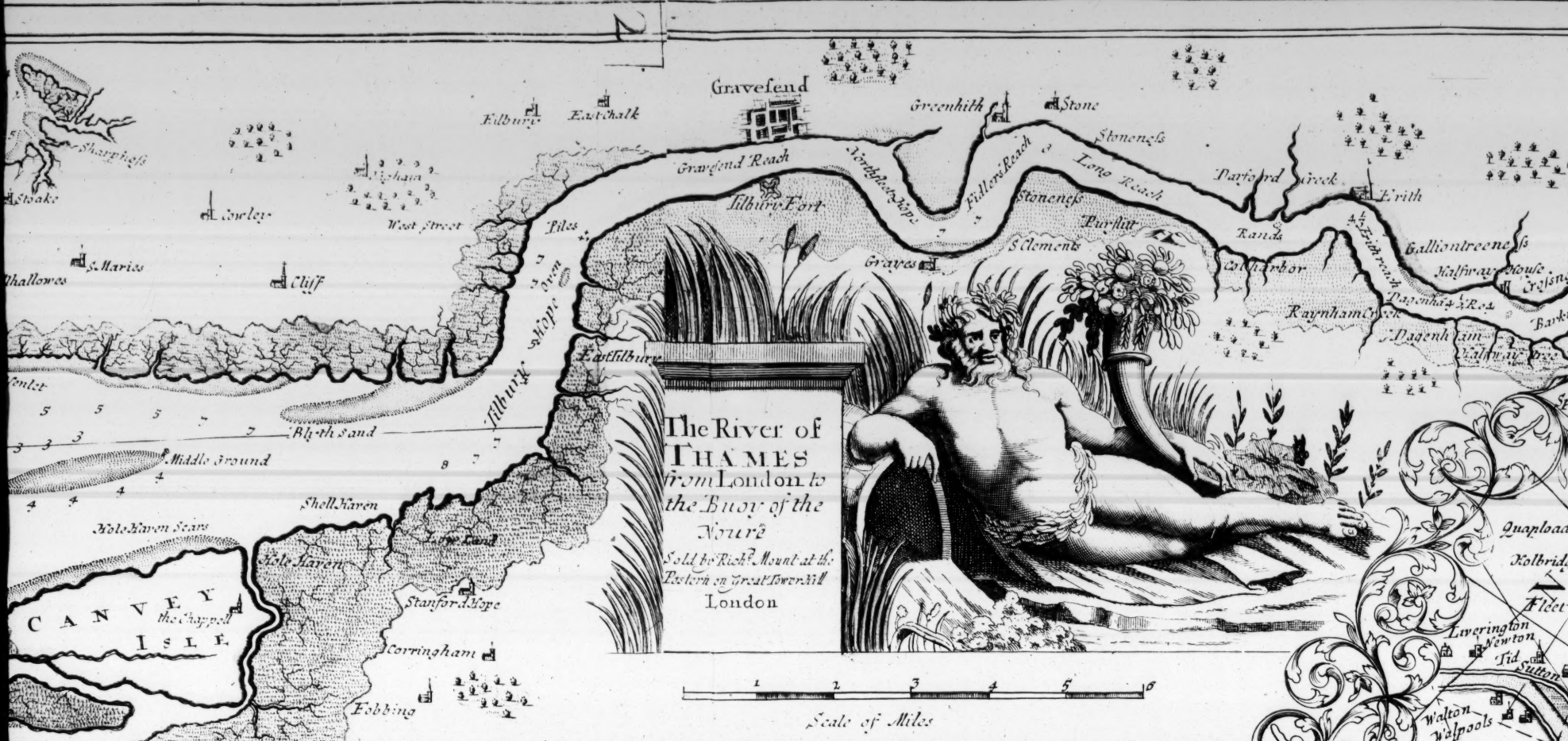
F I N I S

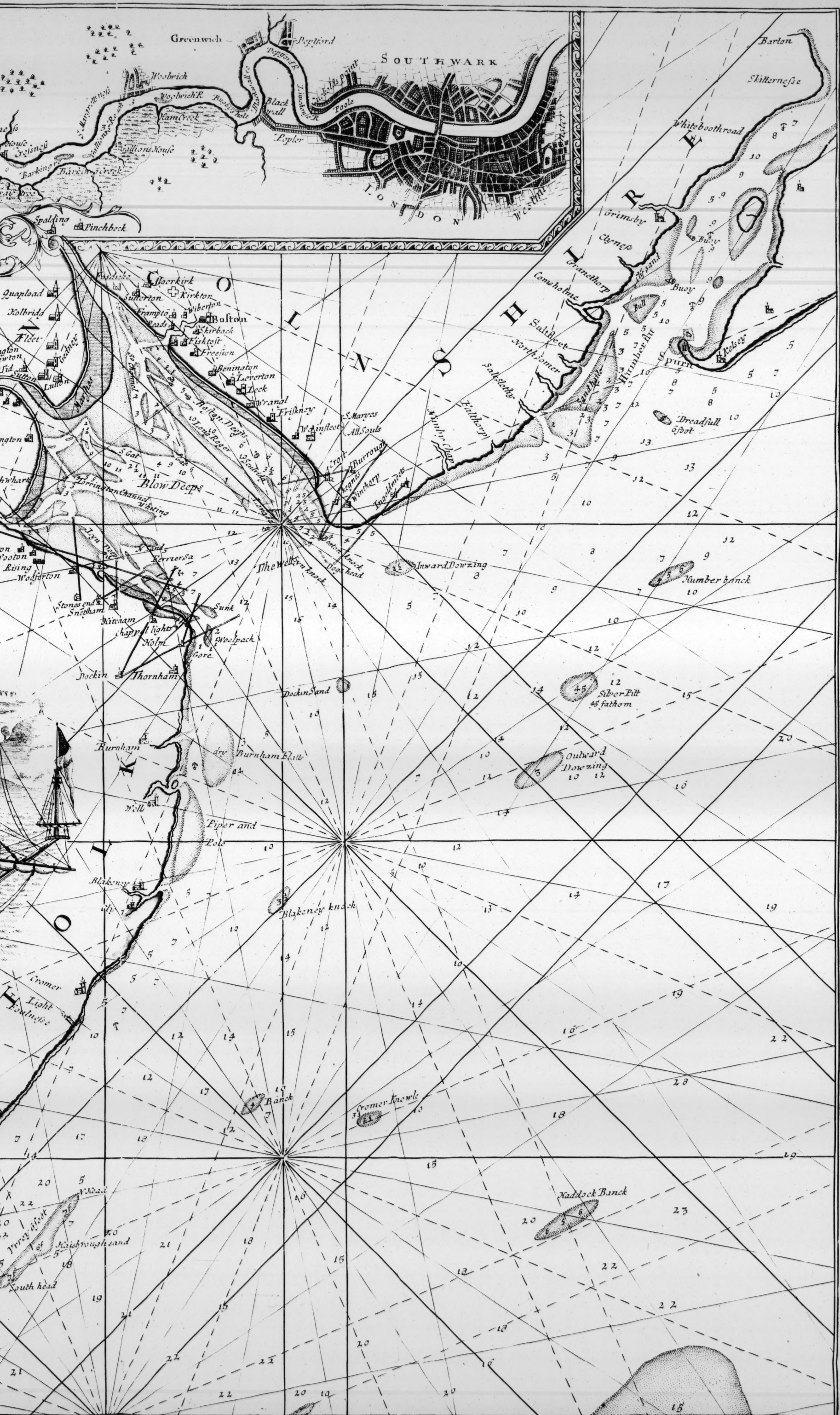




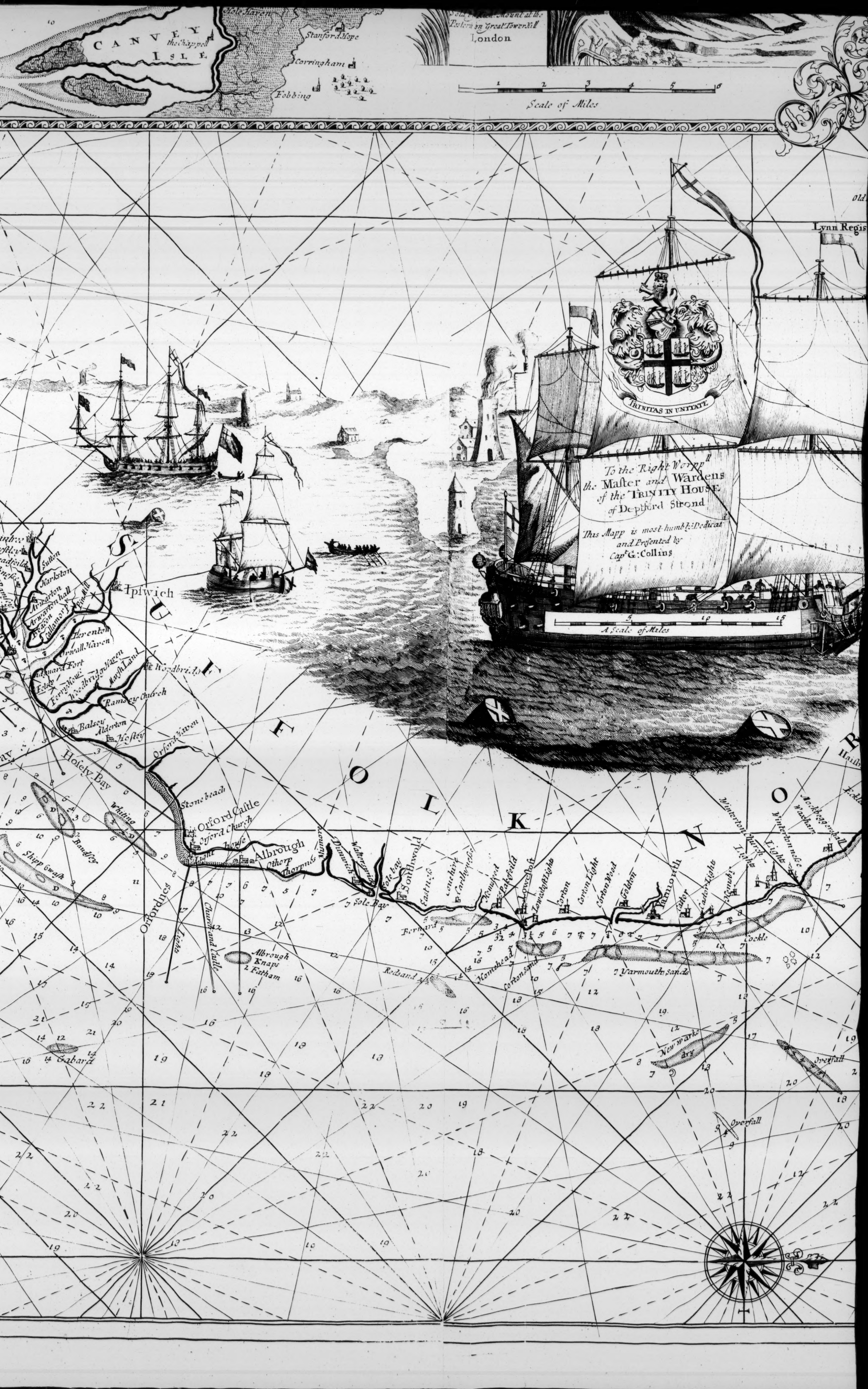
A Scale of twenty English Leagues

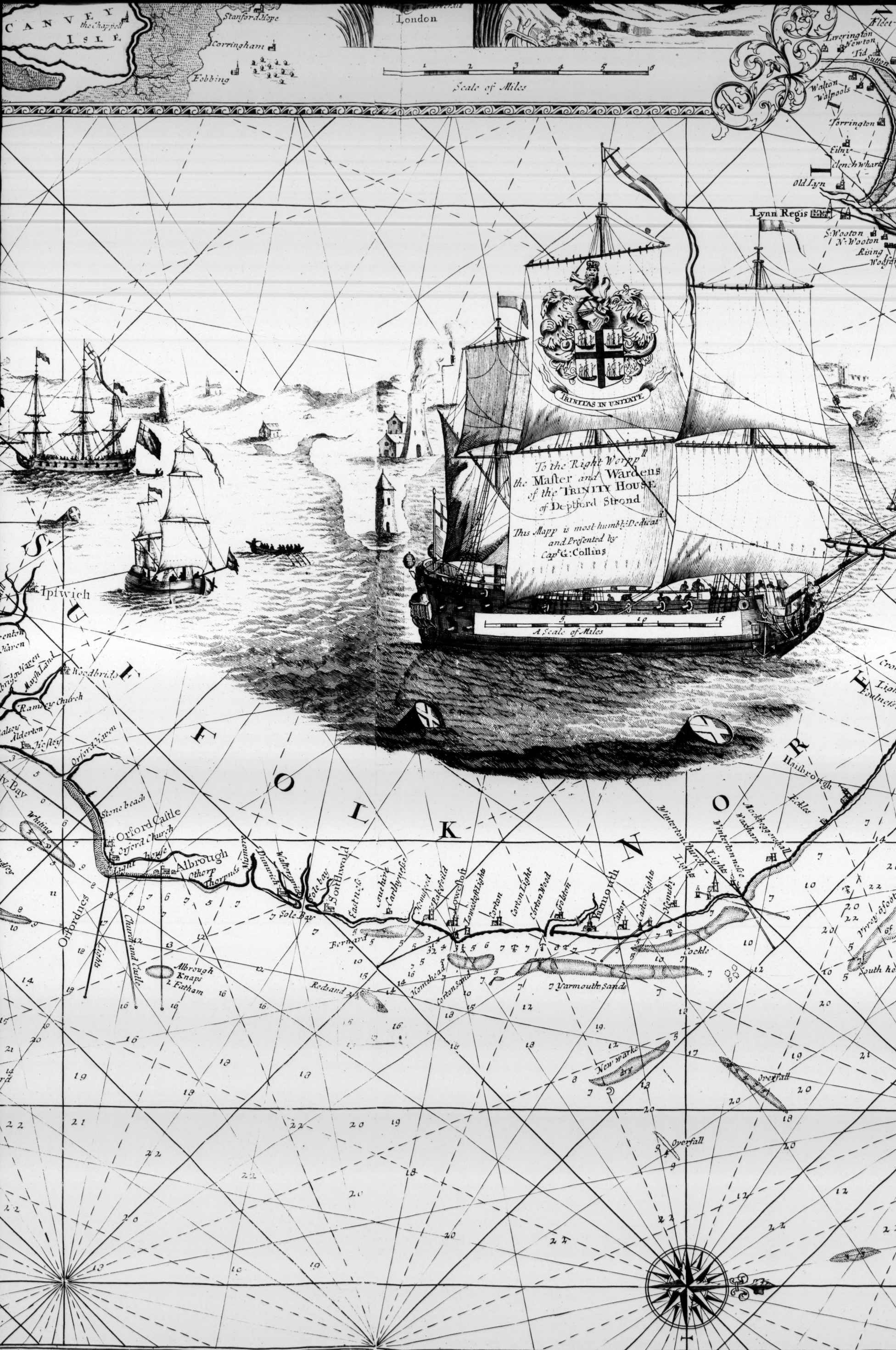


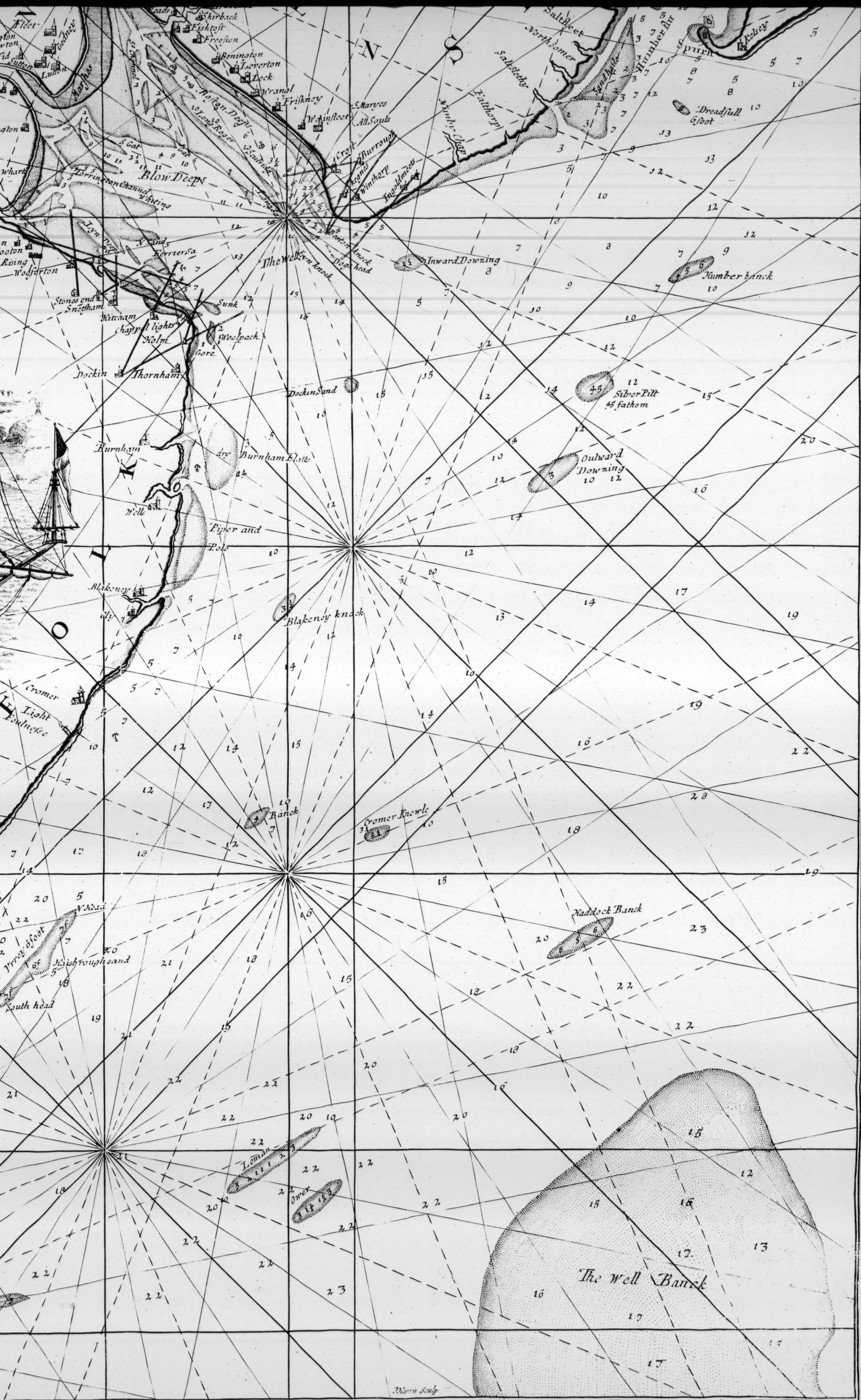








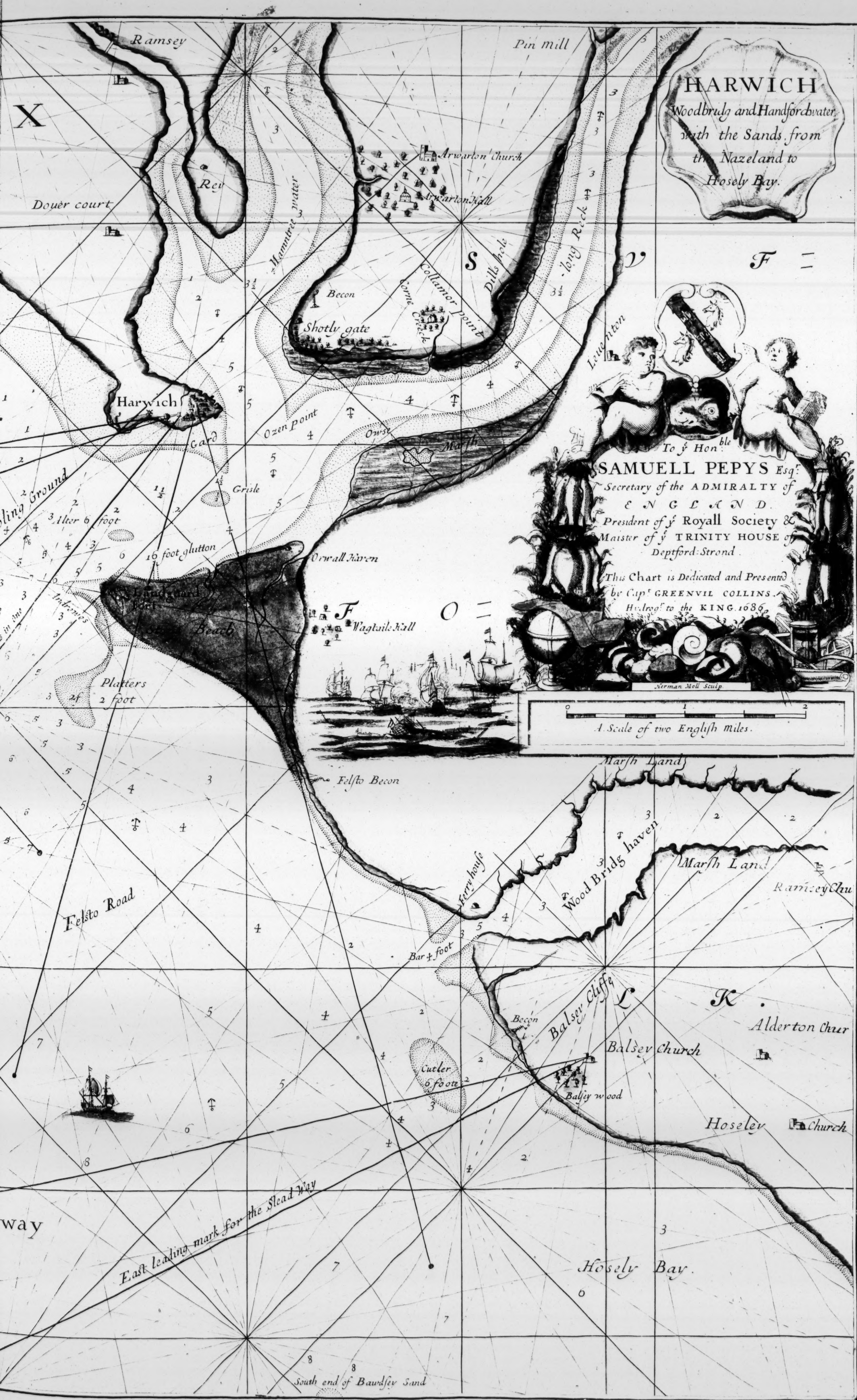












HARWICH

Woodbrulz and Handforchwater
with the Sands from
the Nazeland to
Hosely Bay.

To y^e Hon^{ble}
SAMUELL PEPYS Esq^r

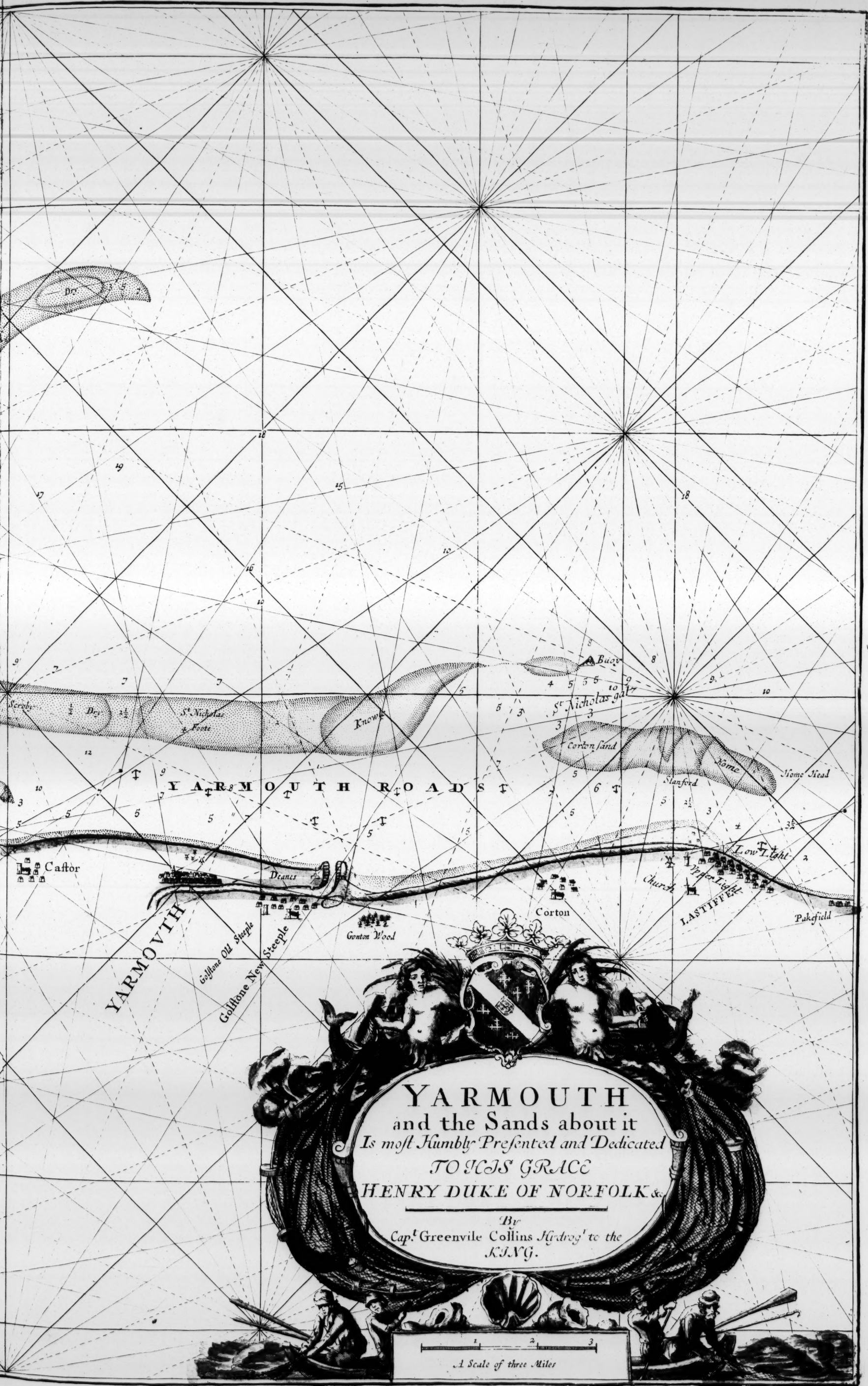
Secretary of the ADMIRALTY of
ENGLAND
President of y^e Royall Society &
Maister of y^e TRINITY HOUSE of
Deptford-Strond.

This Chart is Dedicated and Presented
by Cap^t GREENVIL COLLINS
Hydrog^r to the KING. 1686.

A Scale of two English miles.

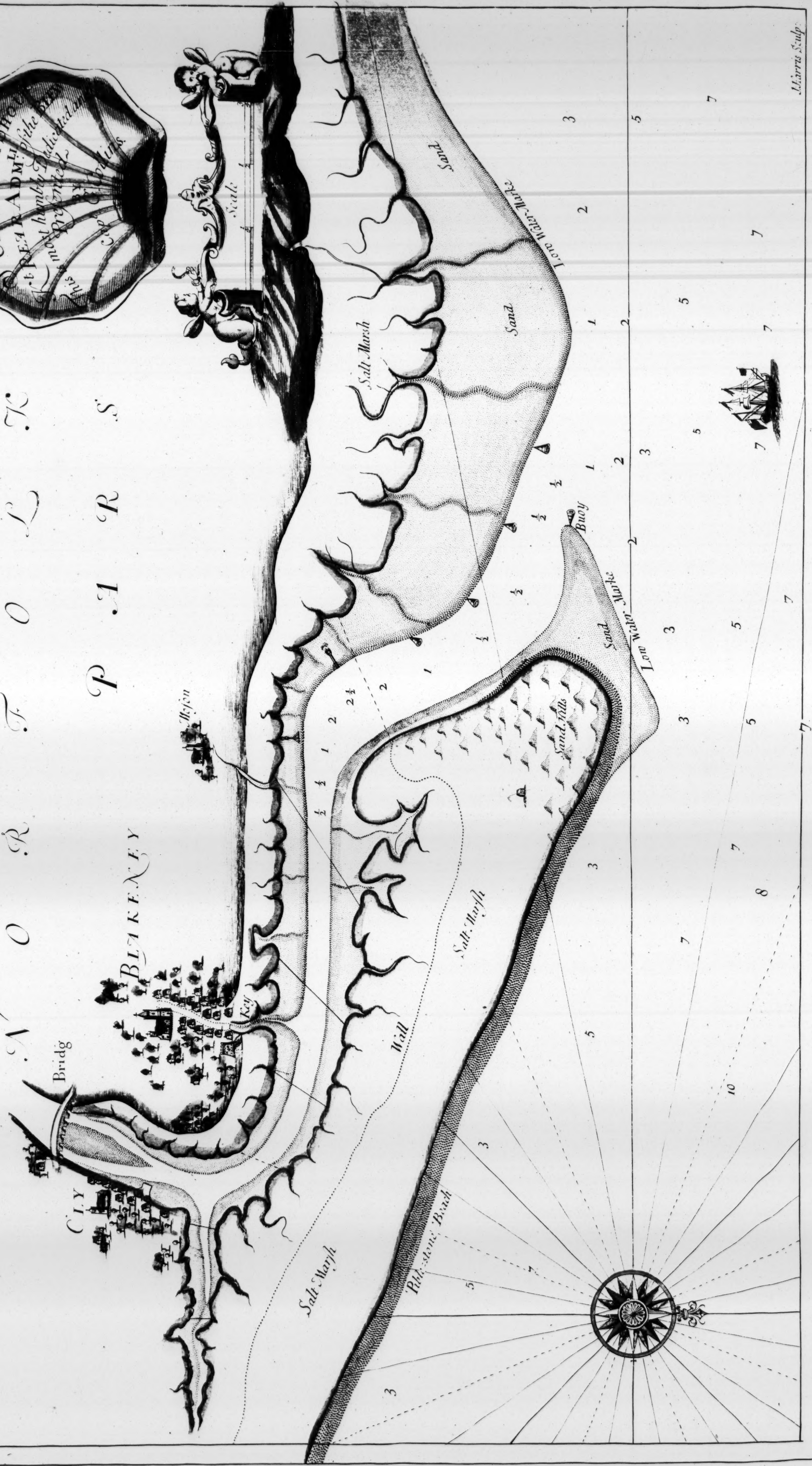
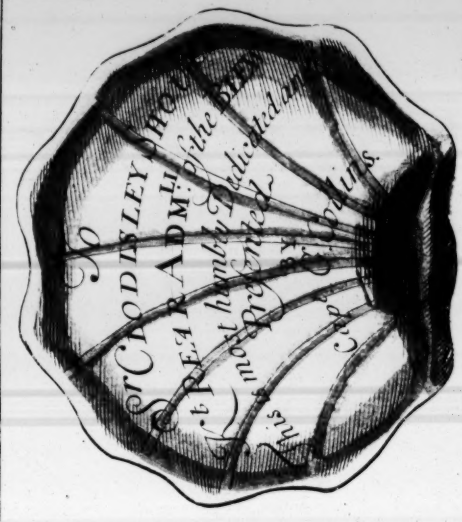
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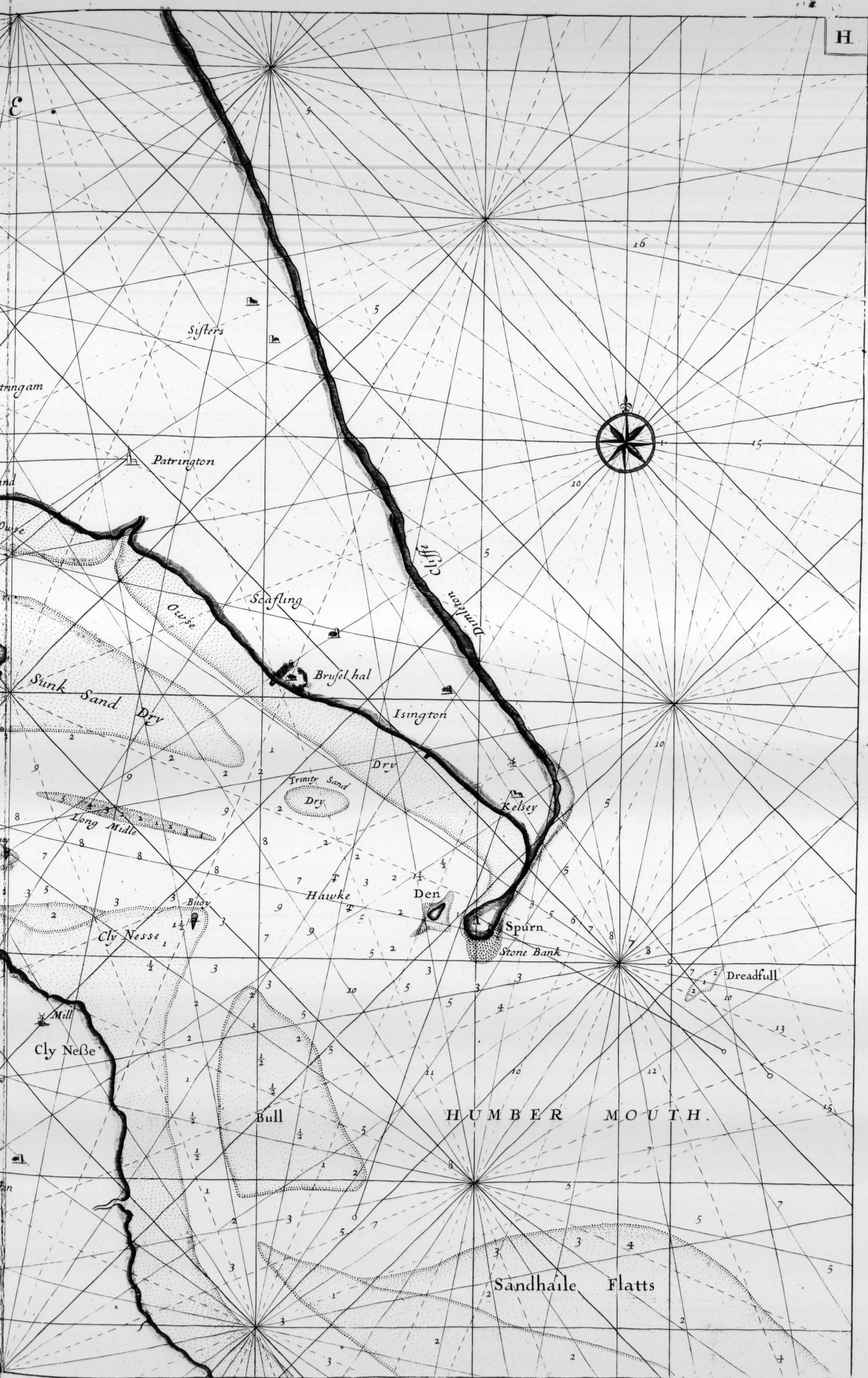


G

A O R F O L R
CITY BRIDGE
BLAKENFY
P A R S

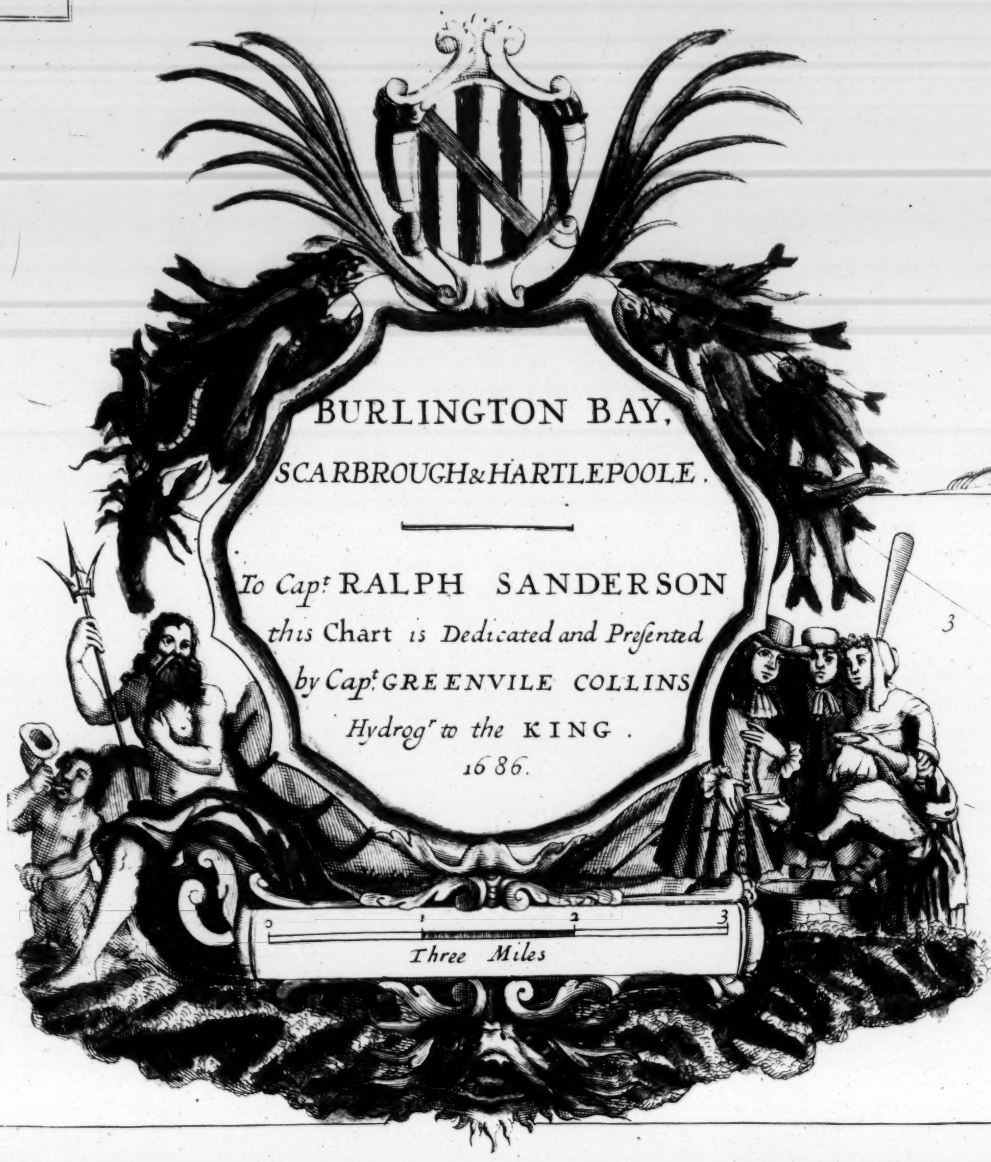






I

Y O R K

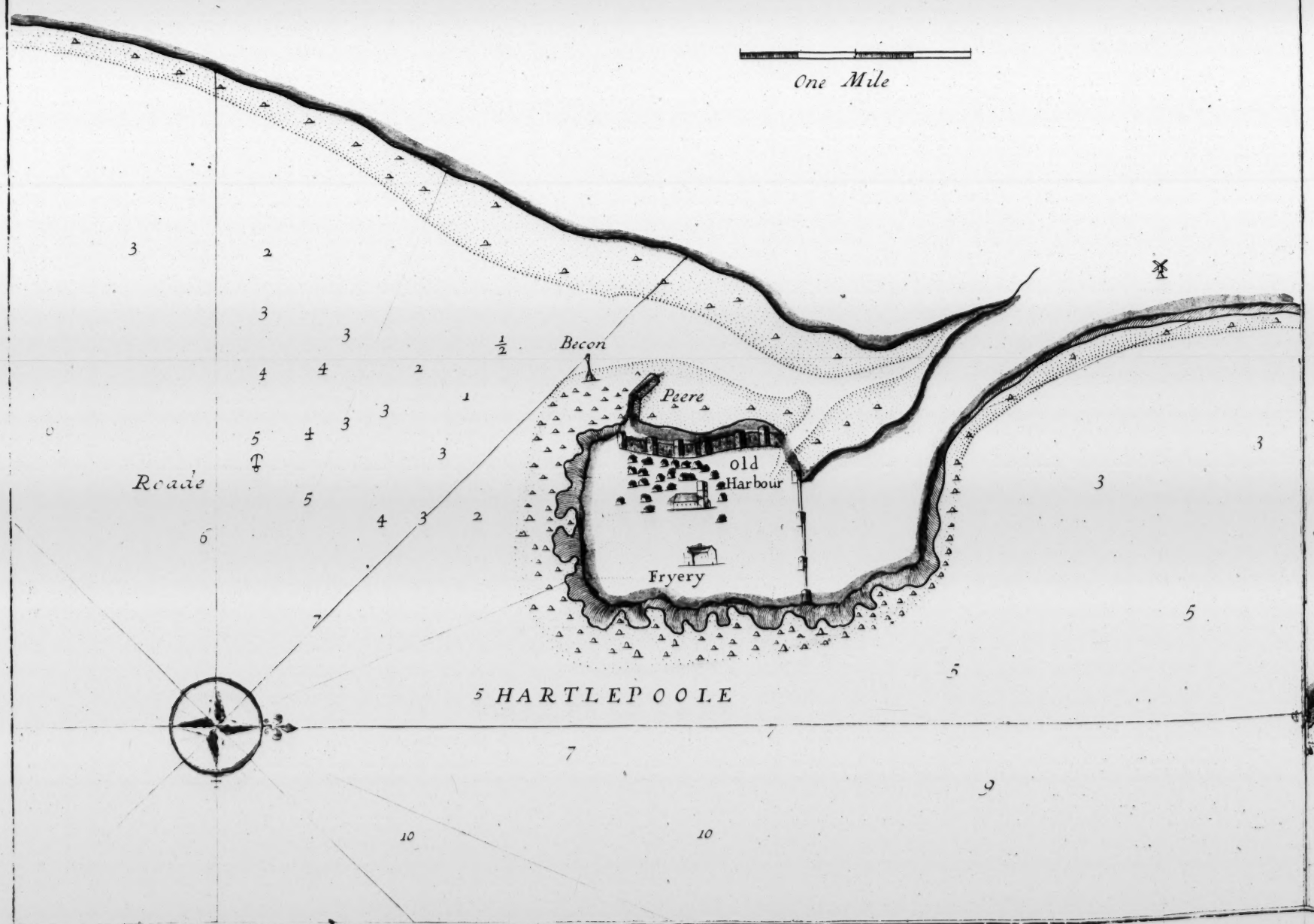


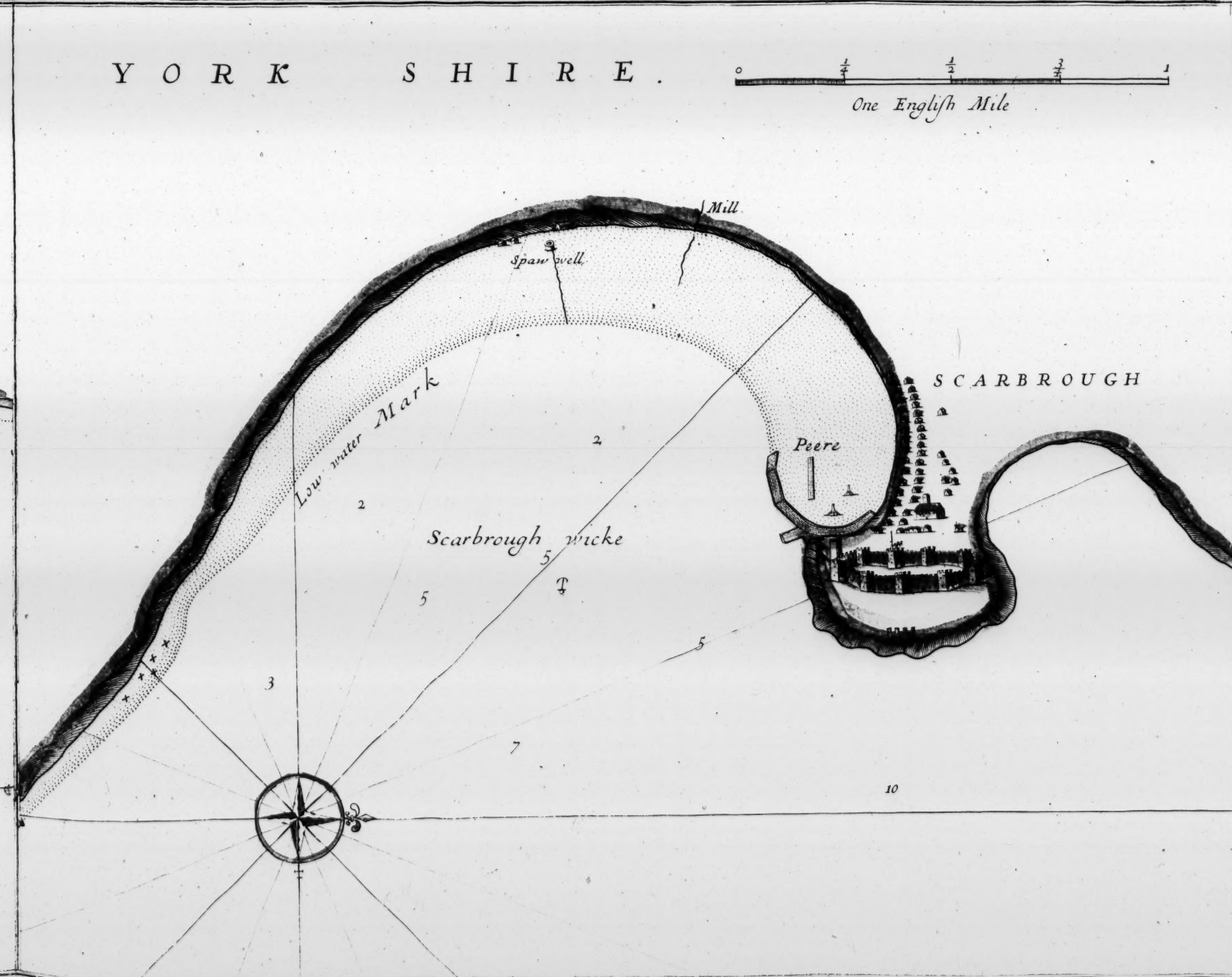
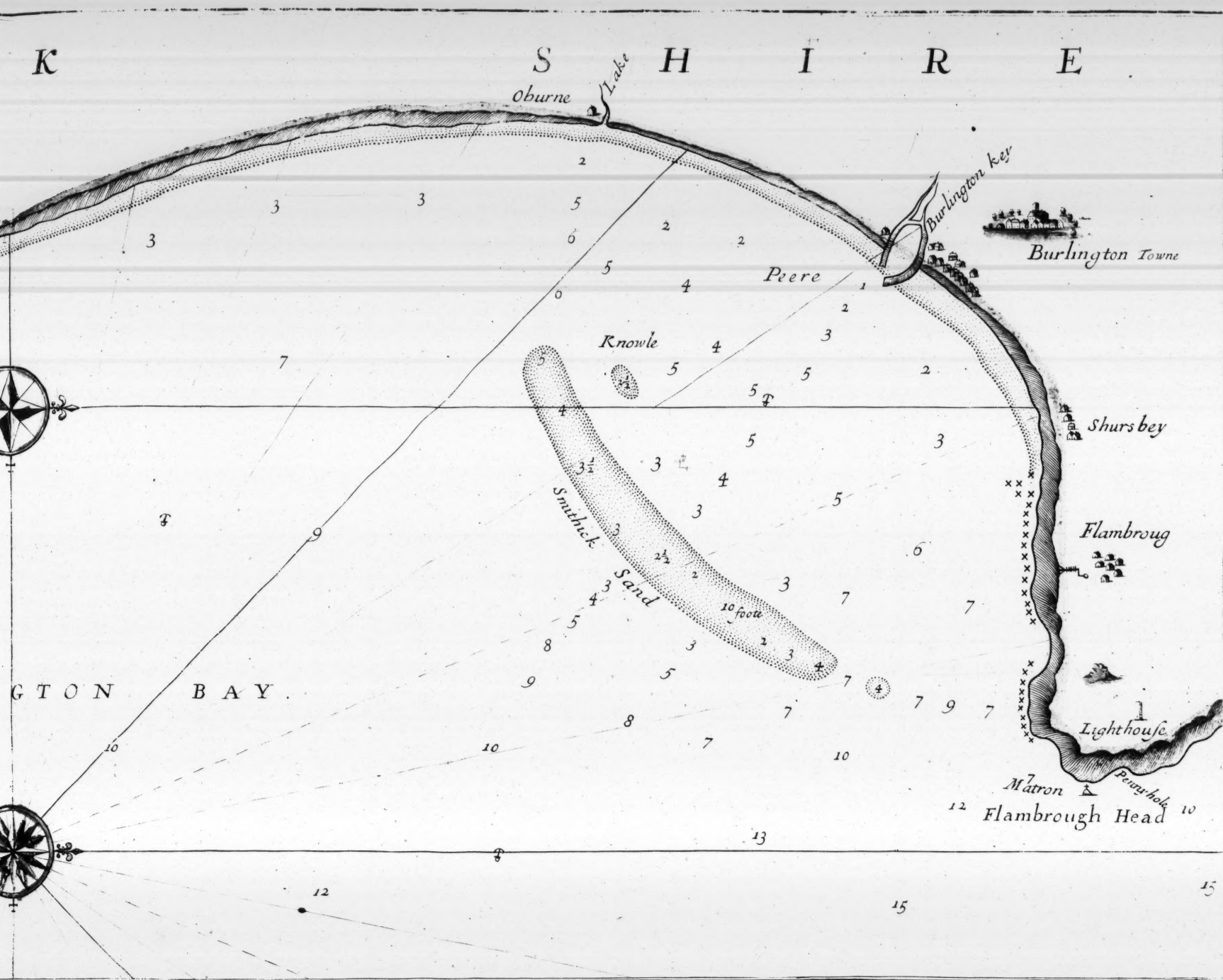
Hornley

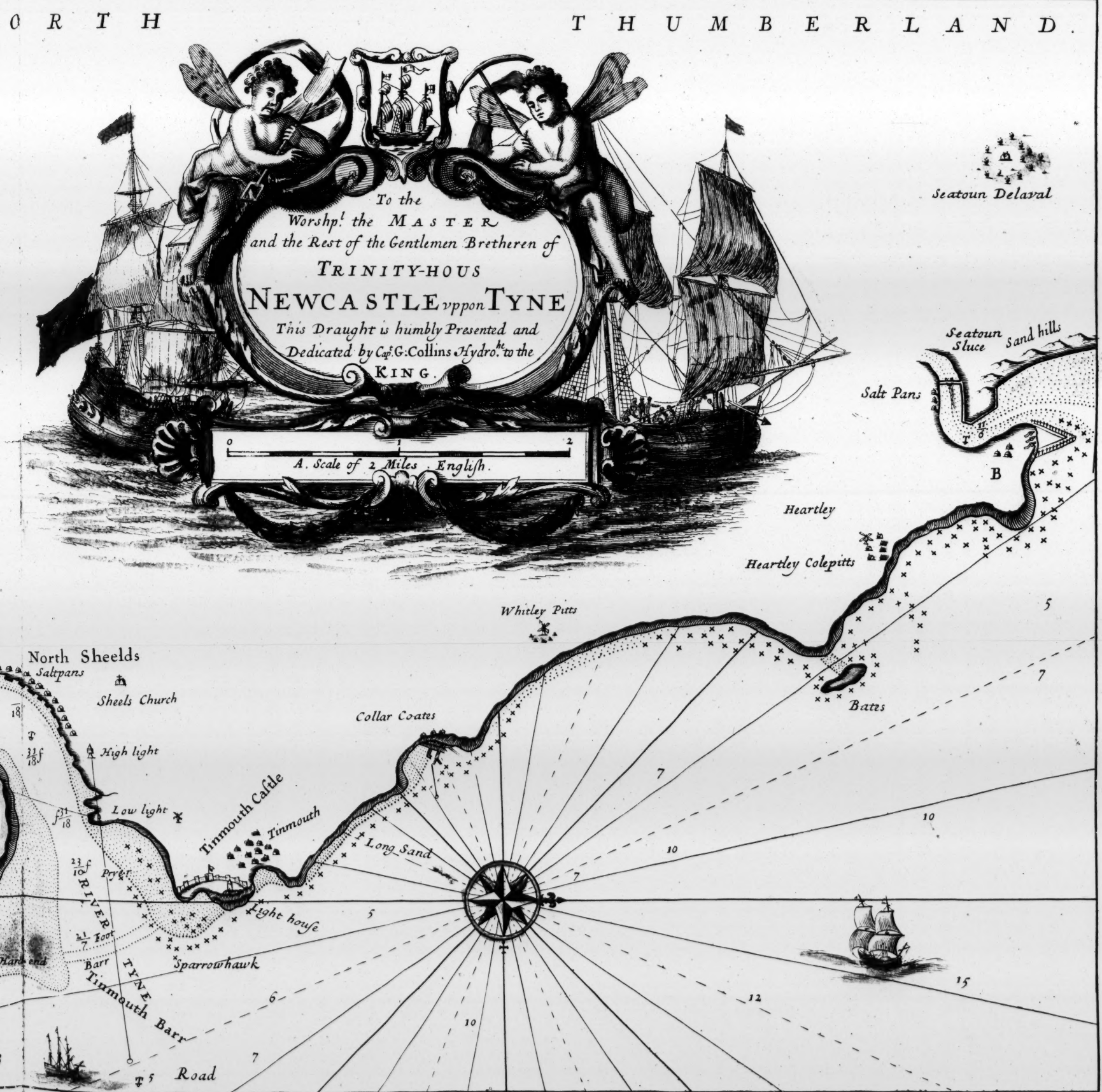
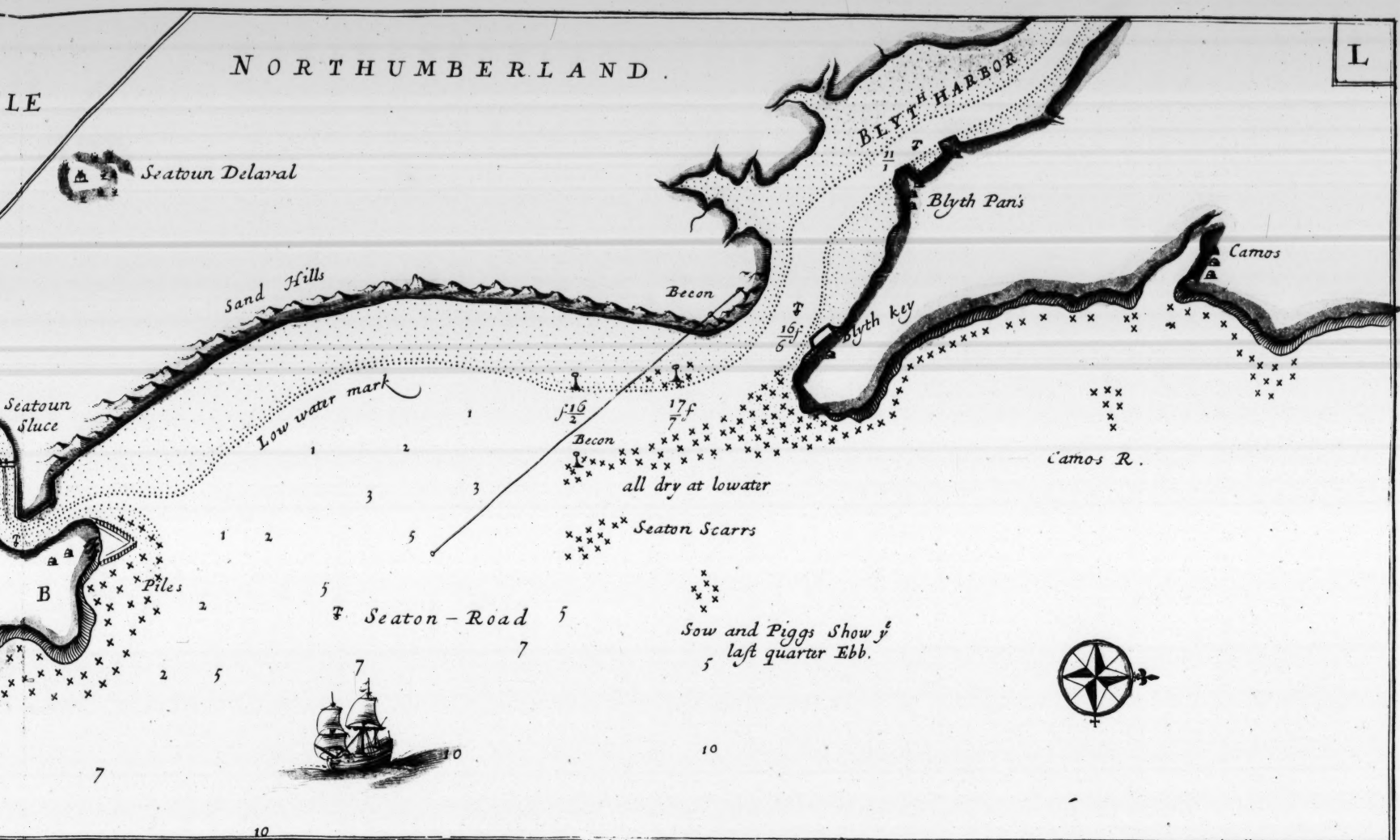
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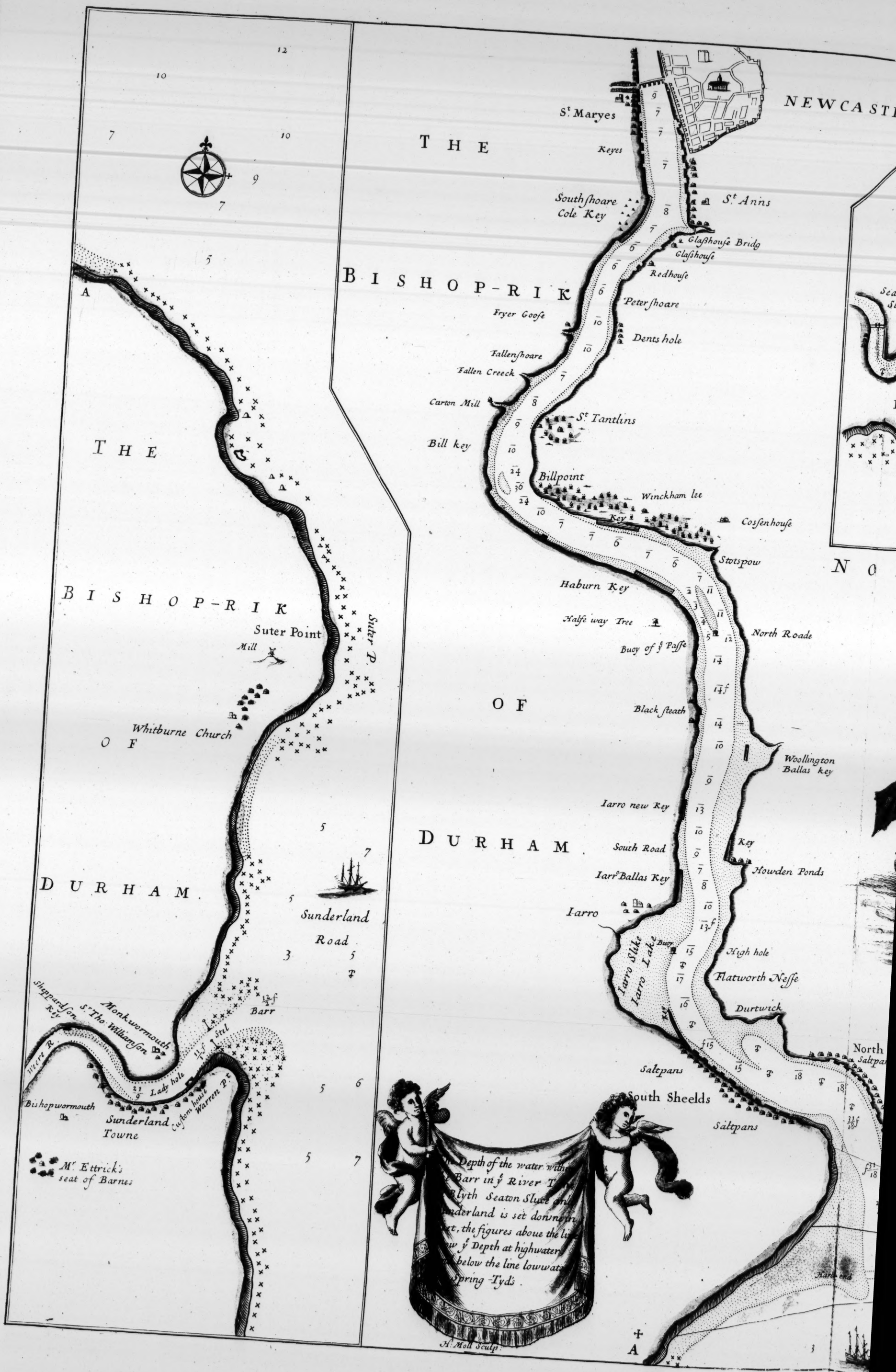
D U R H A M

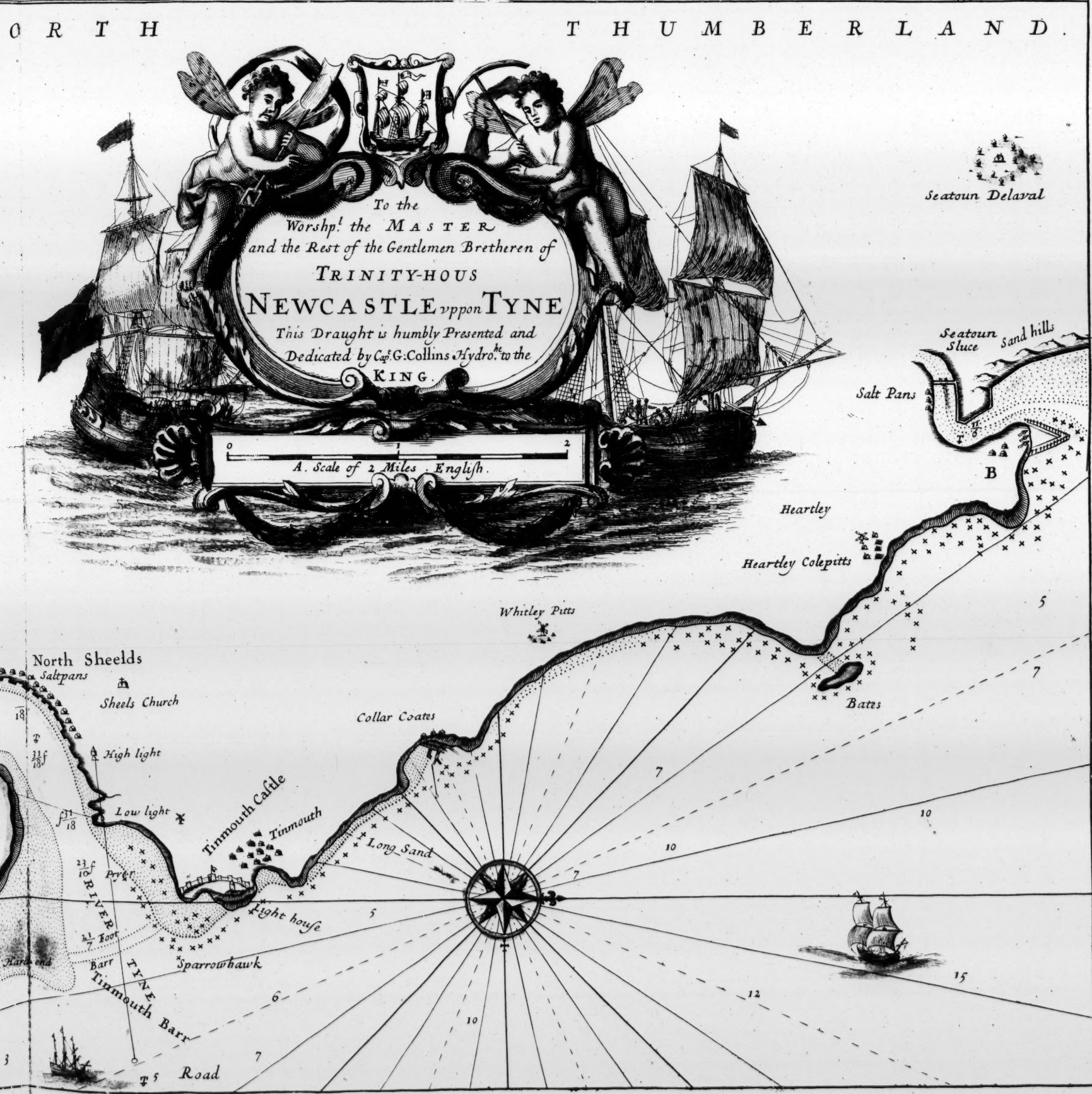
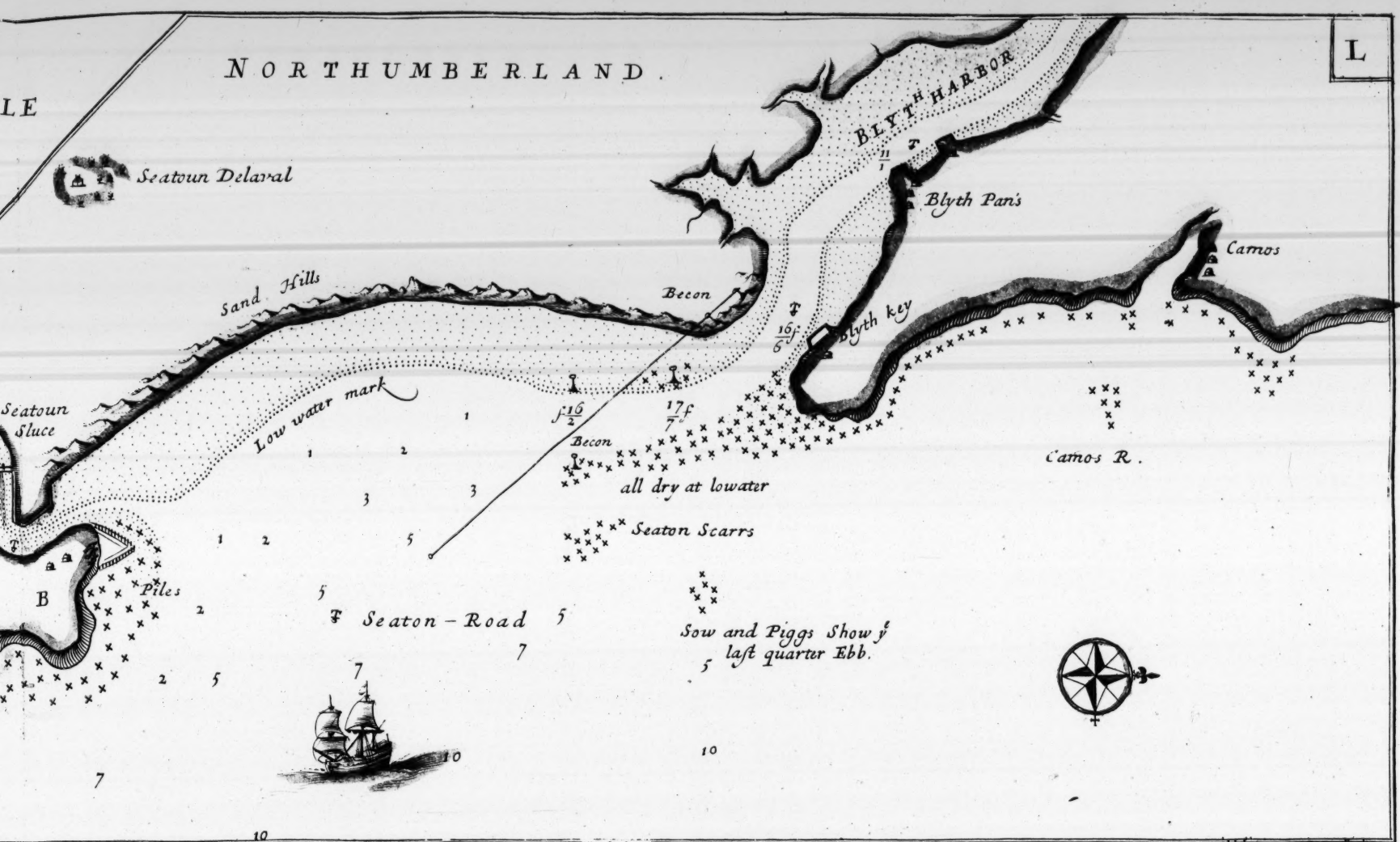
One Mile

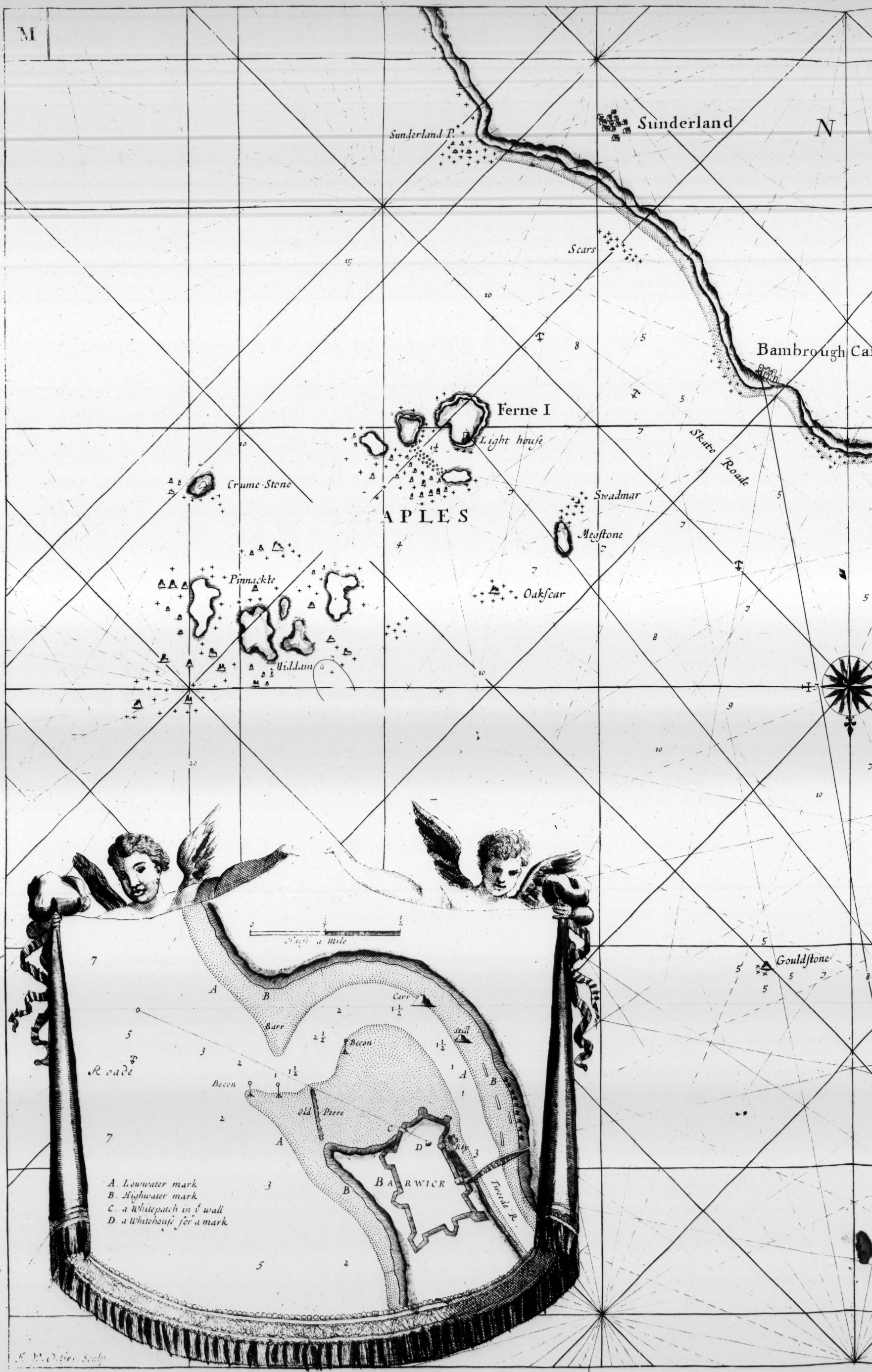




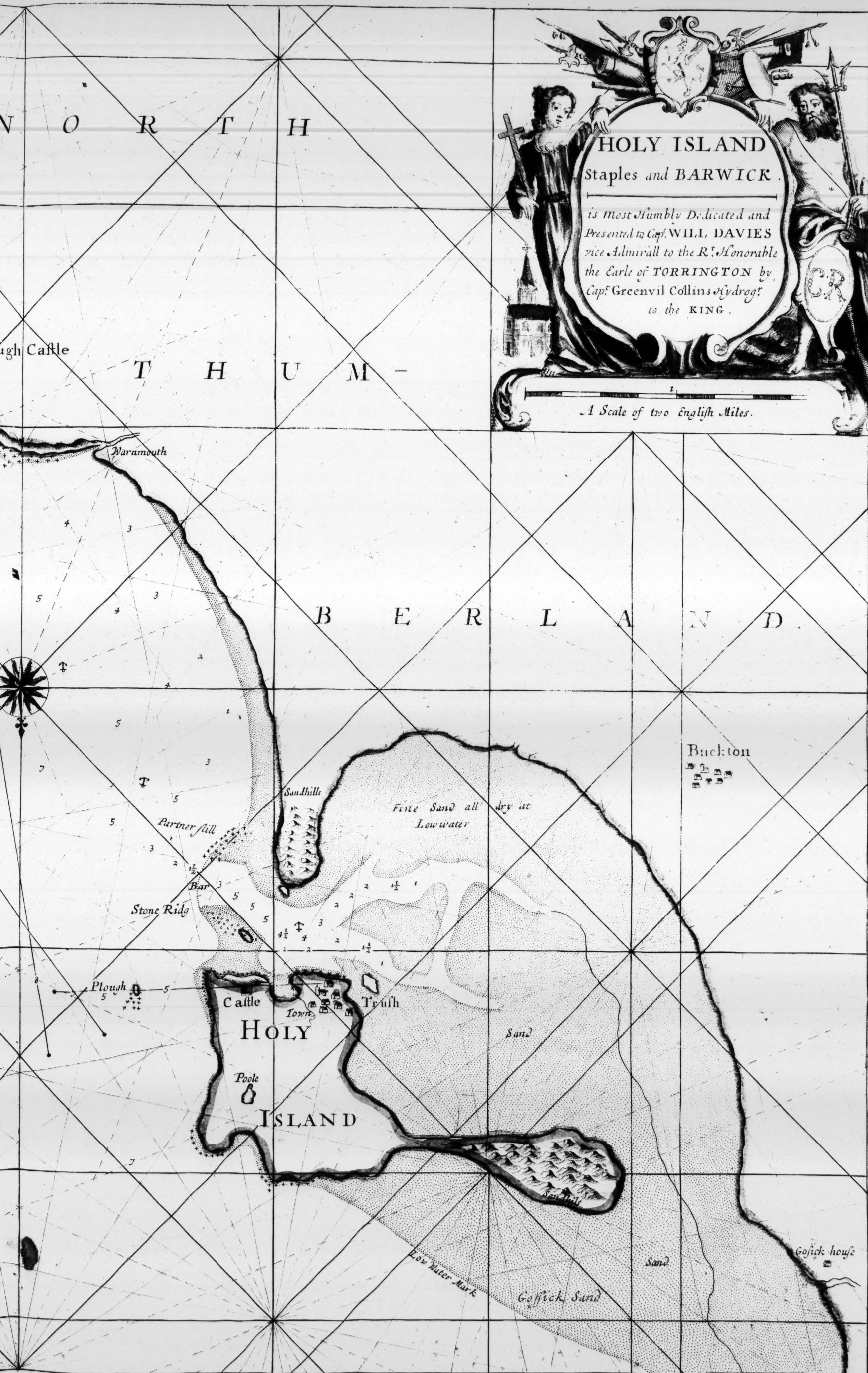


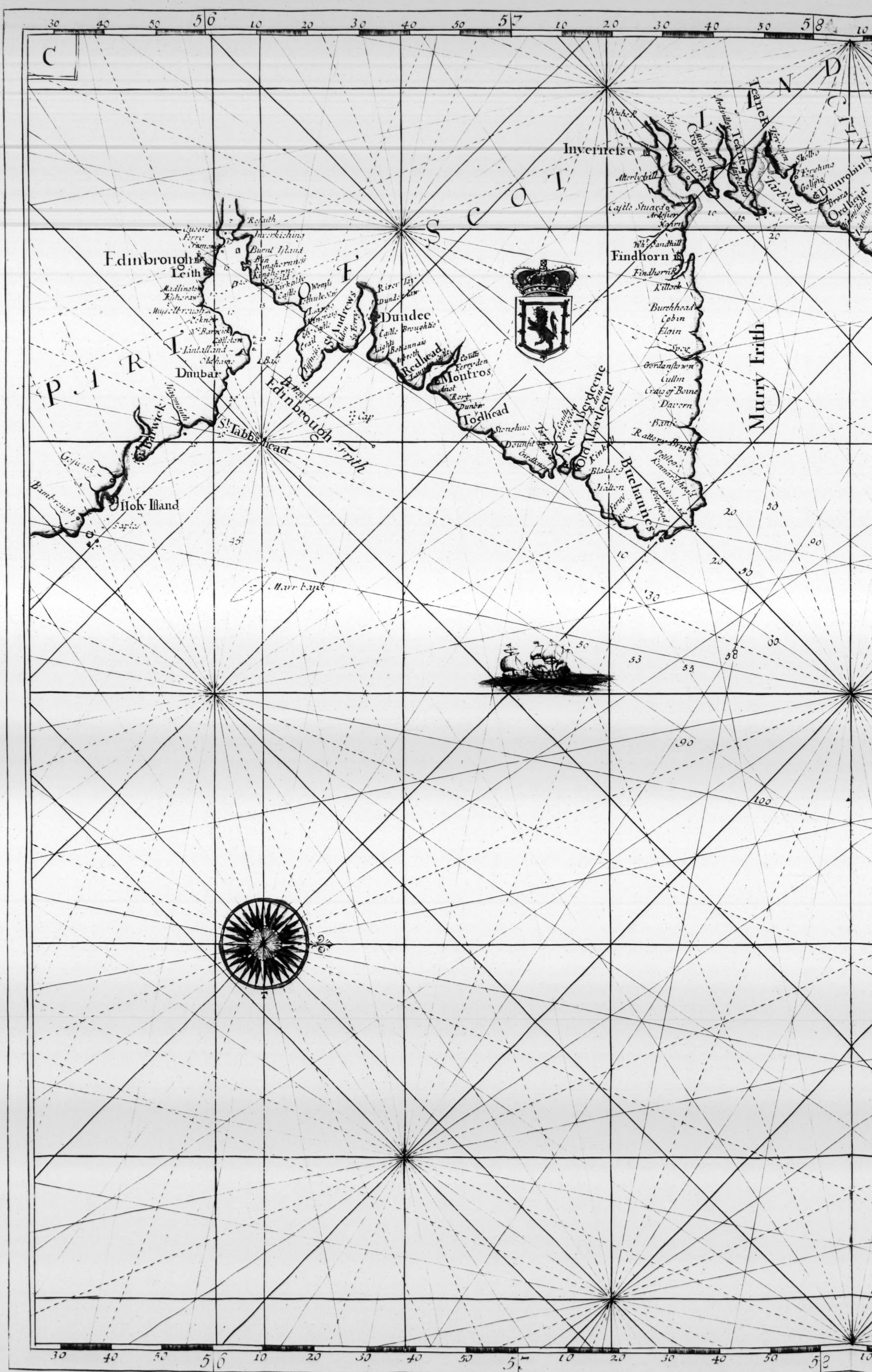


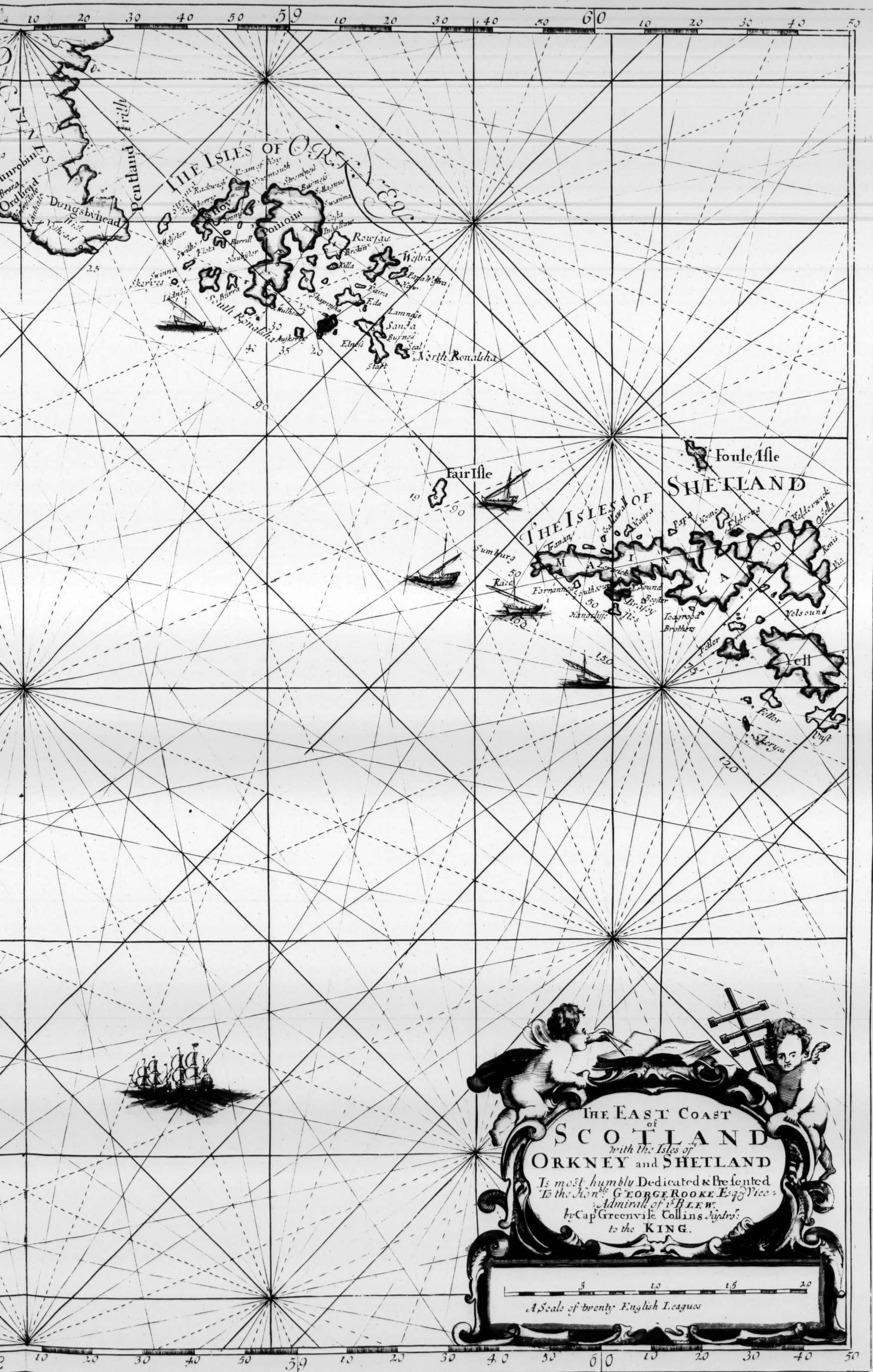


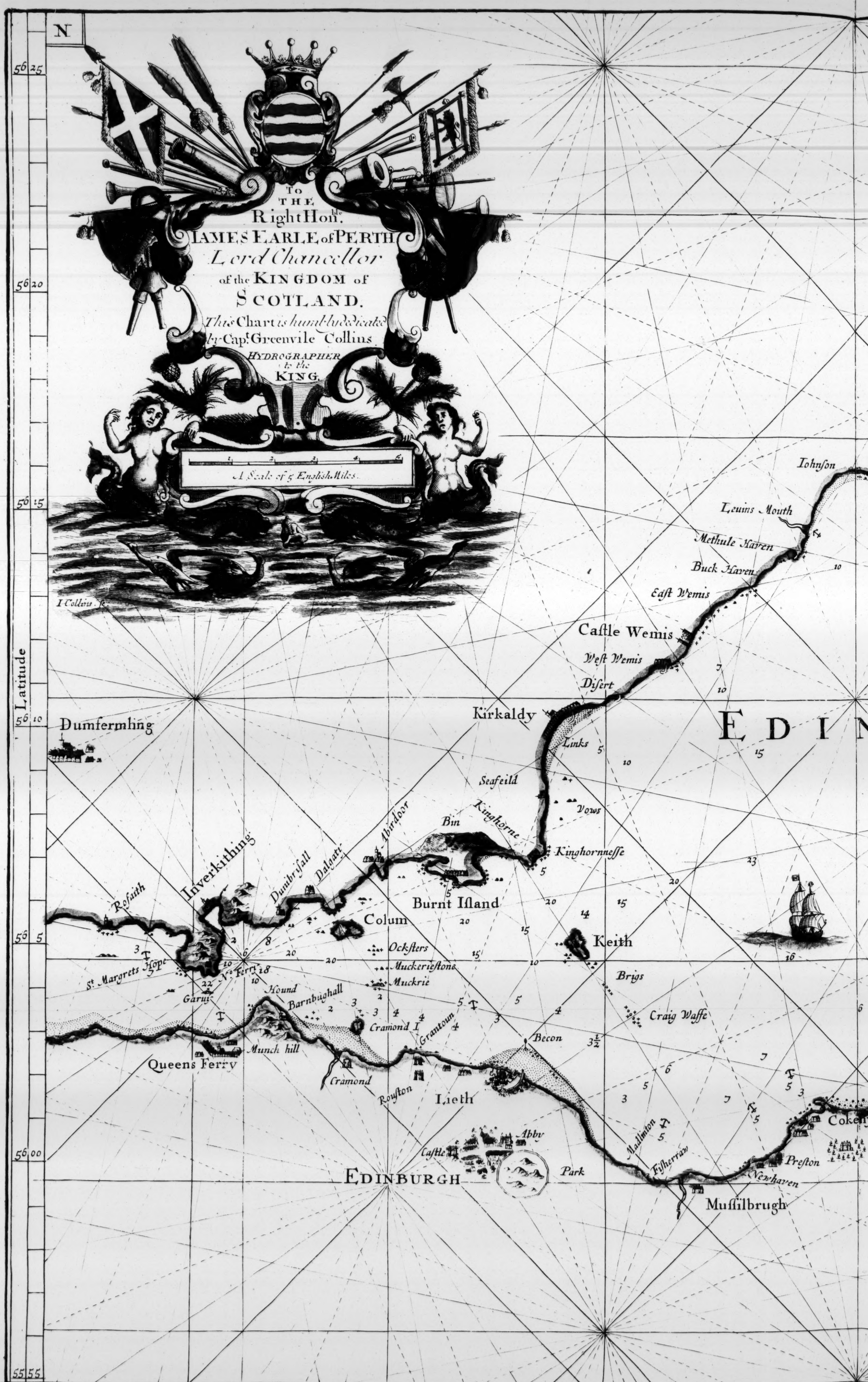


E. P. Oates Sculp



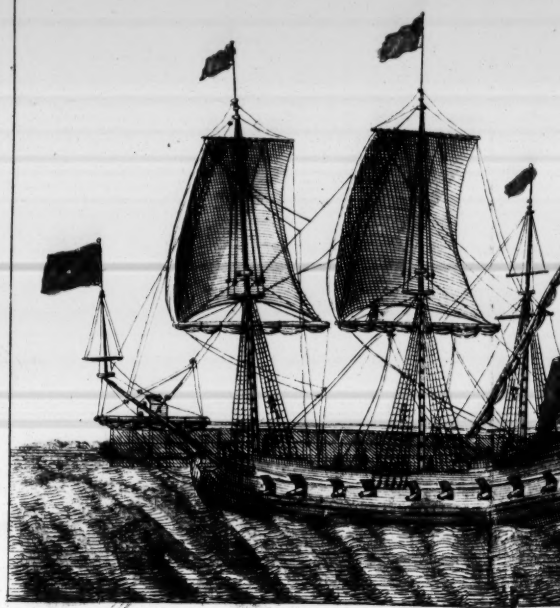
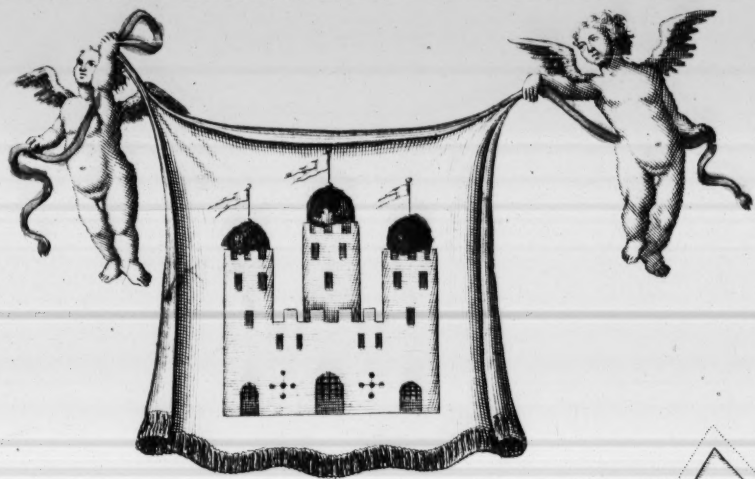




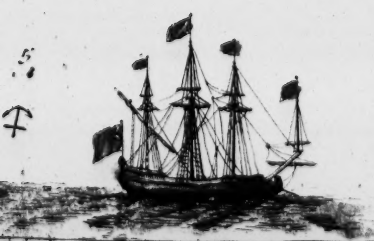
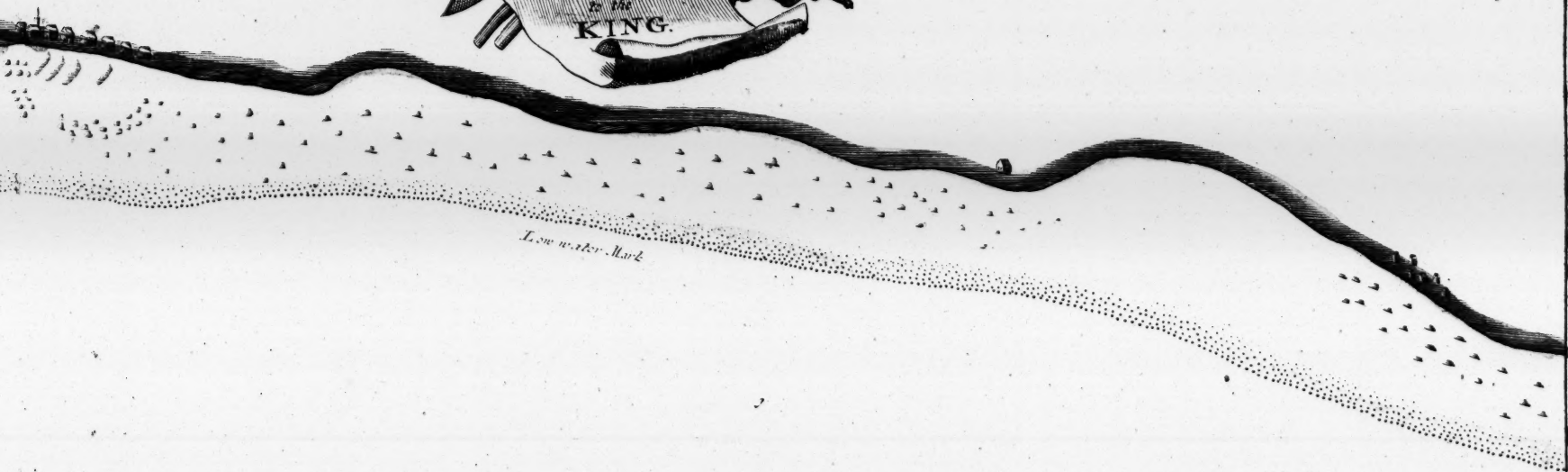


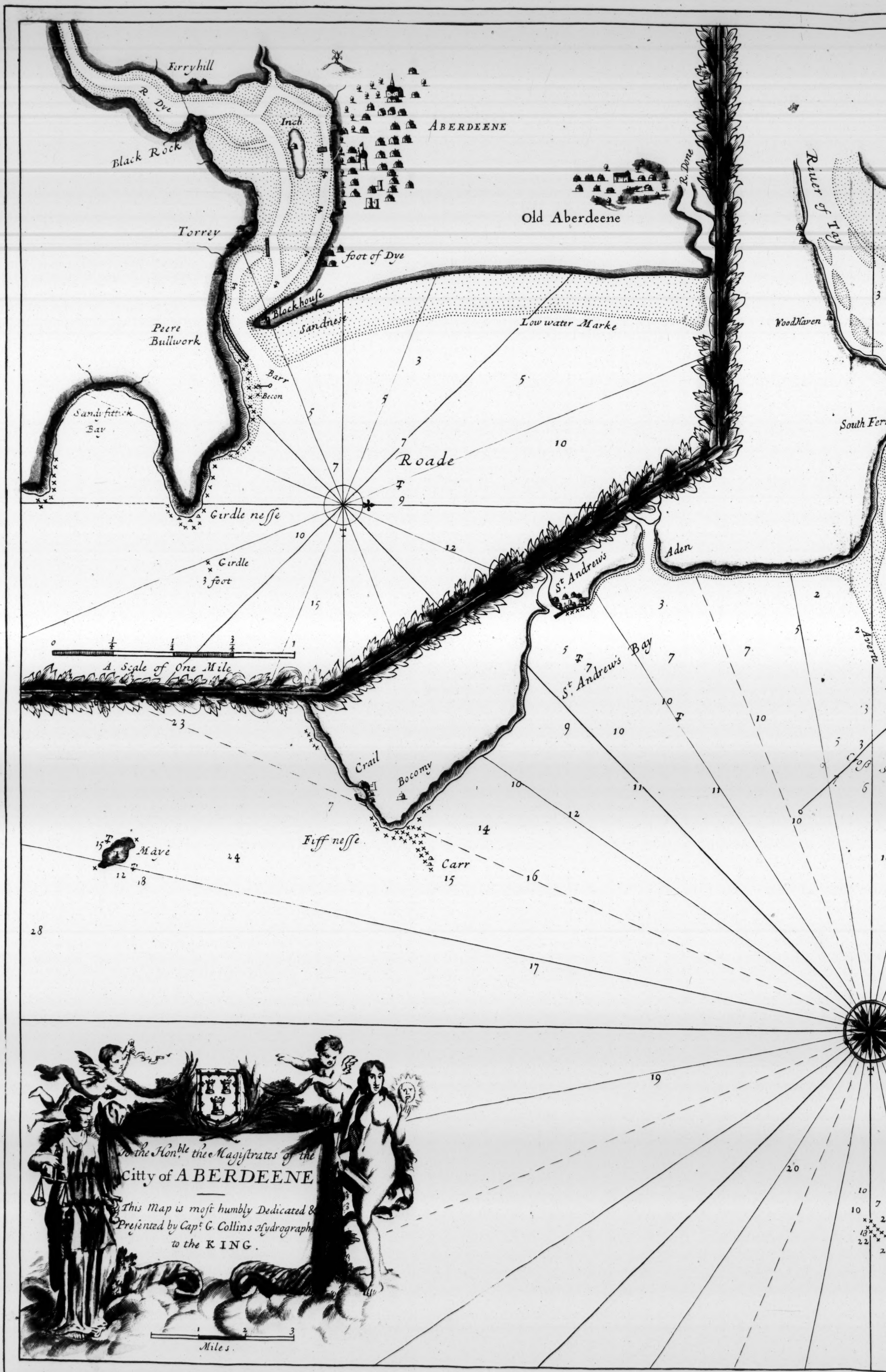


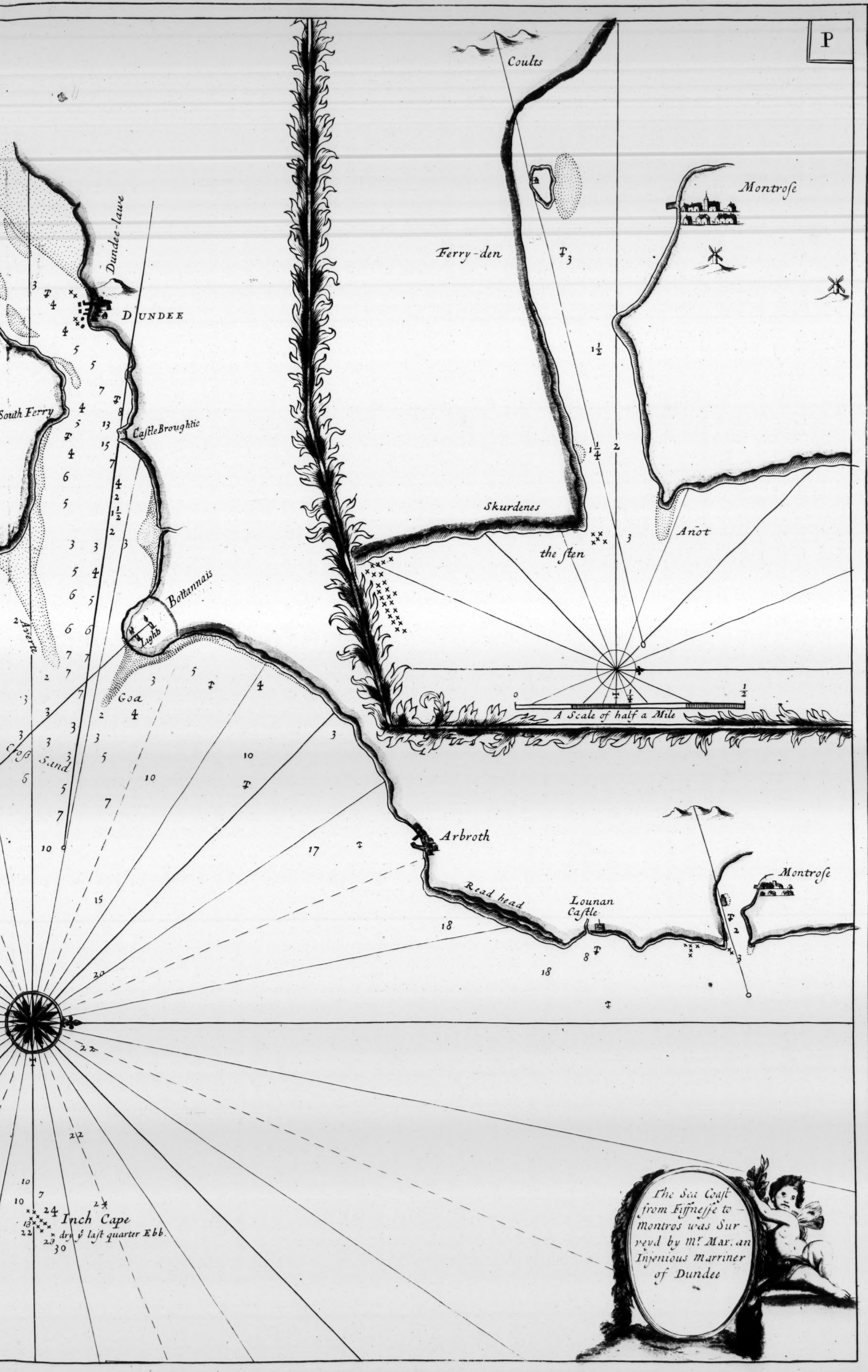
O



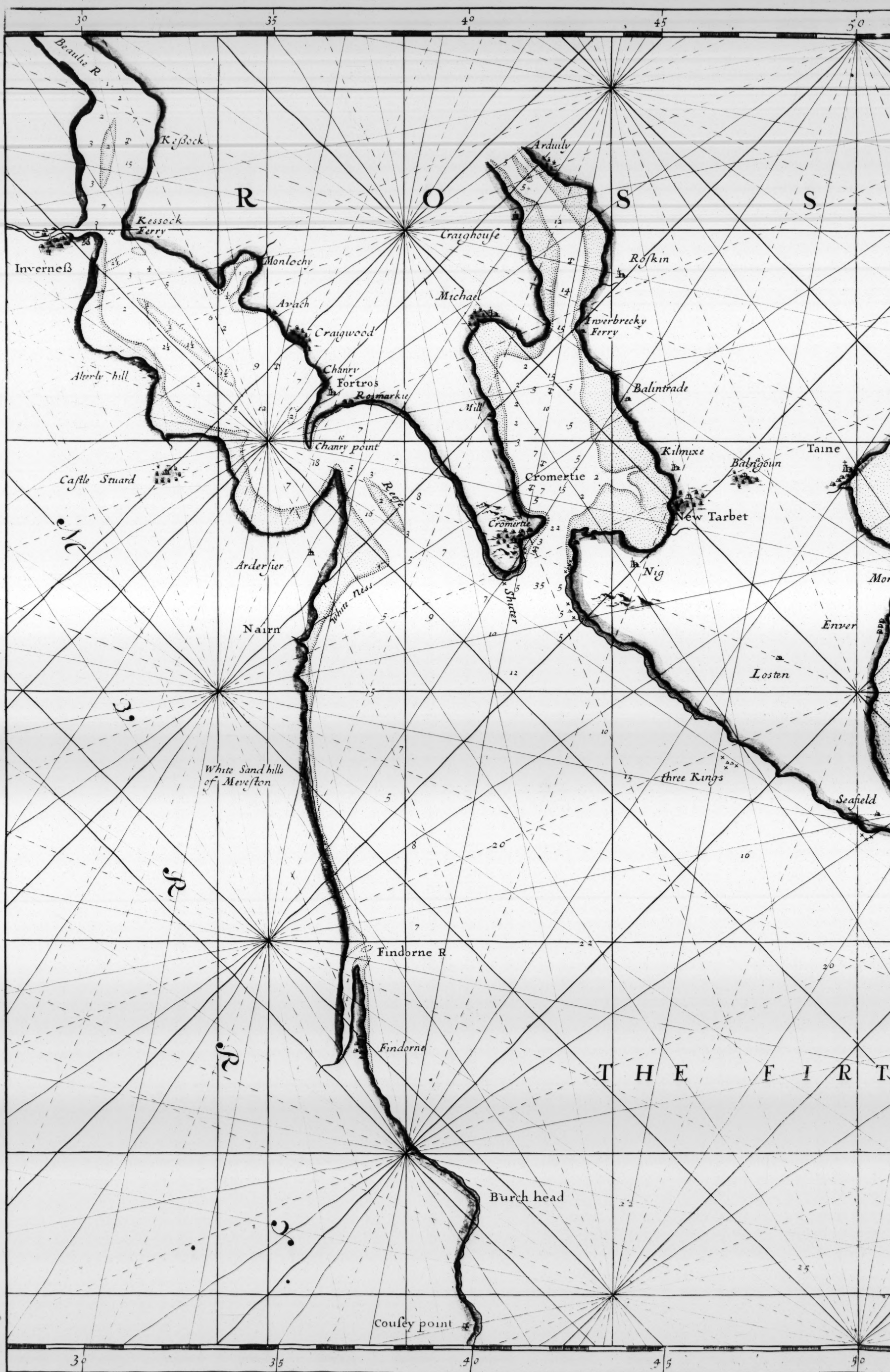
Prospect of LEITH from the East







The Sea Coast
from Fife to
Montrose was Sur-
veyed by Mr. Mac, an
Ingenious mariner
of Dundee







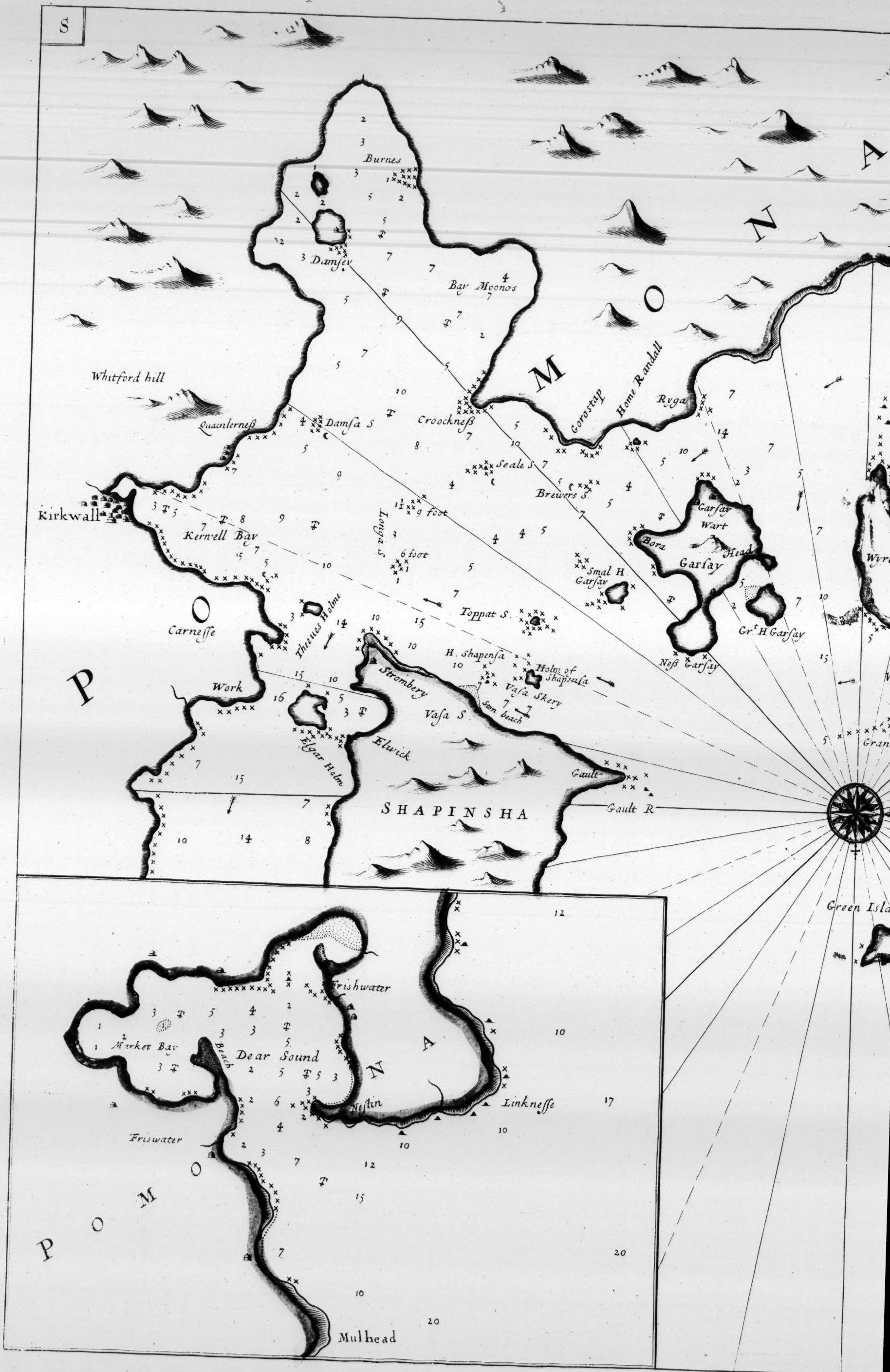


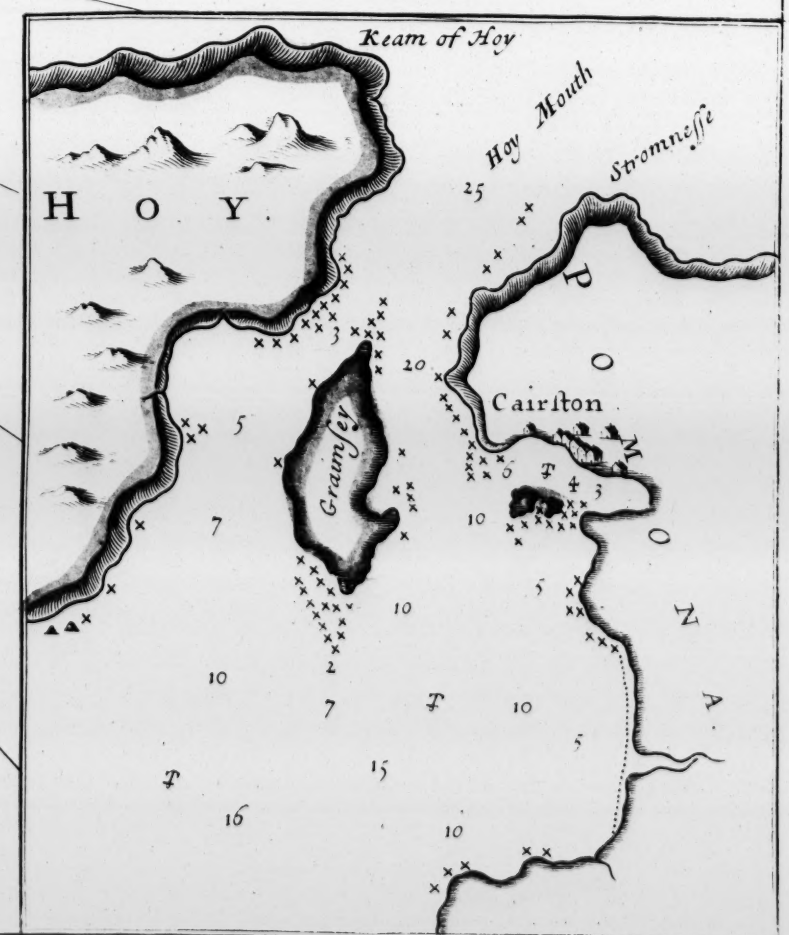
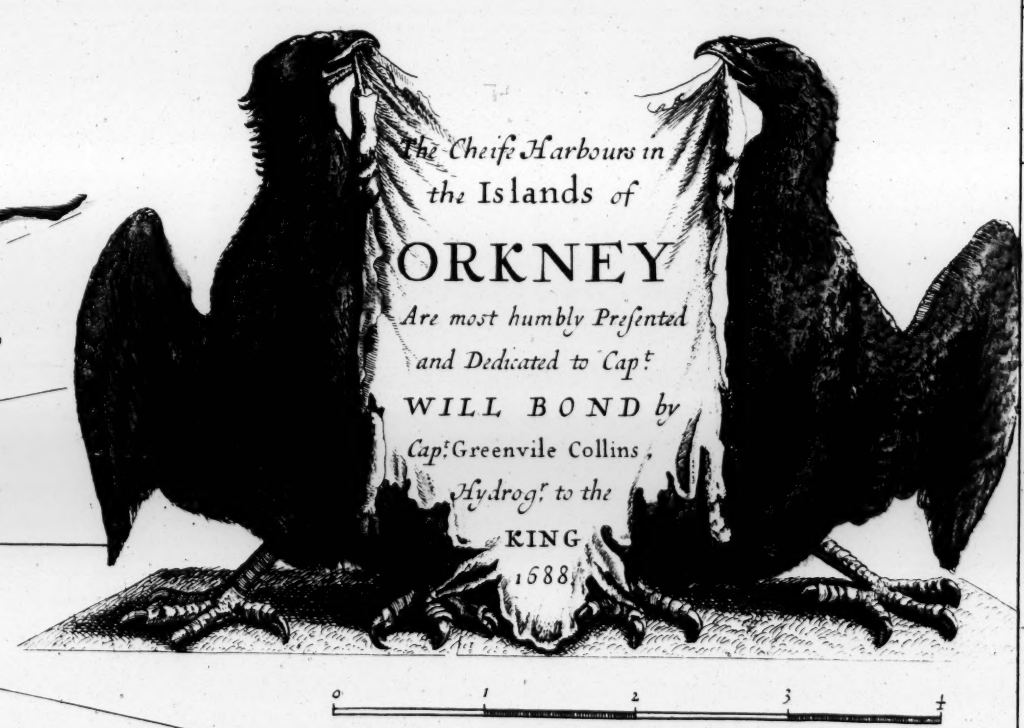
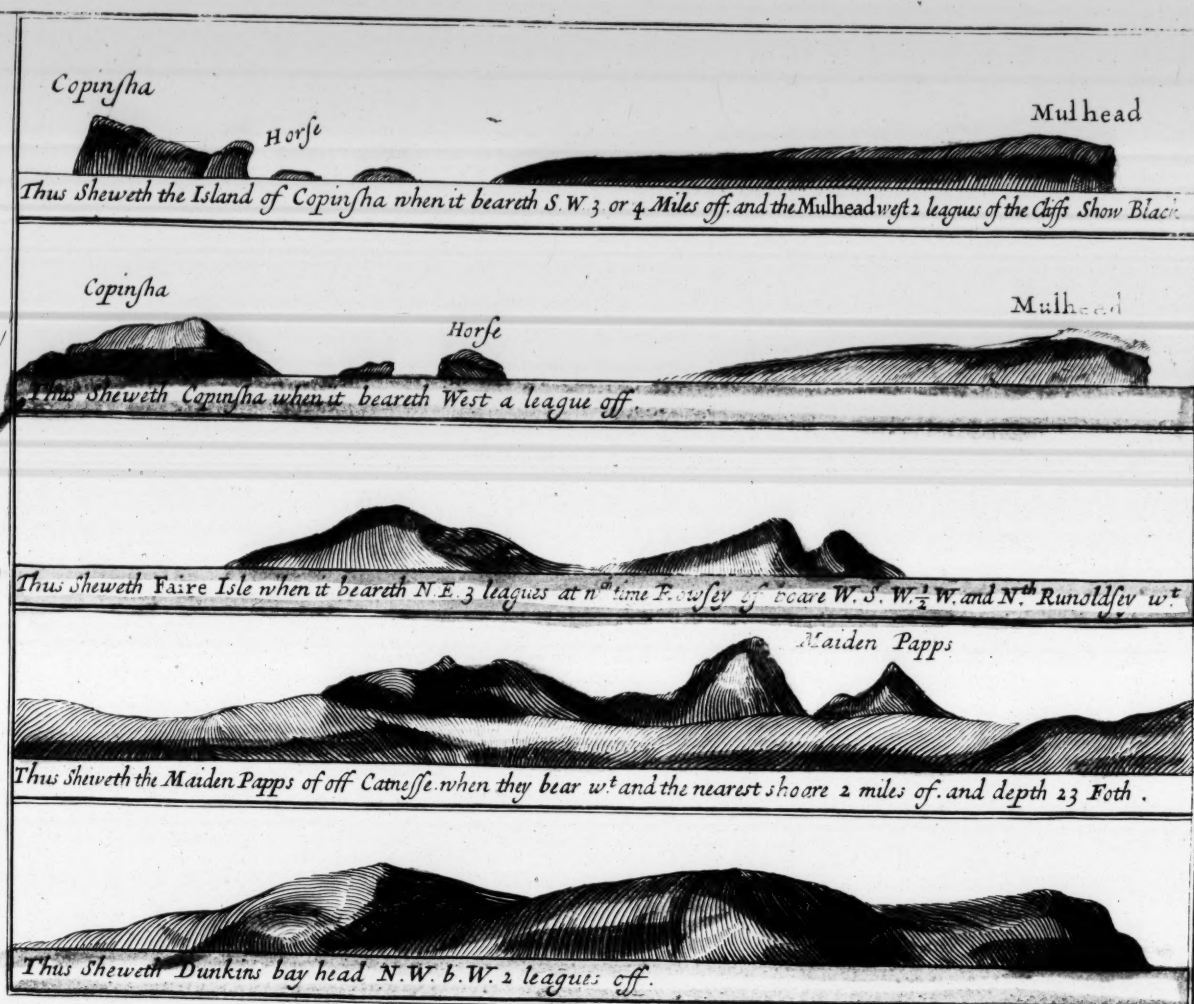
S OF ORKNEY

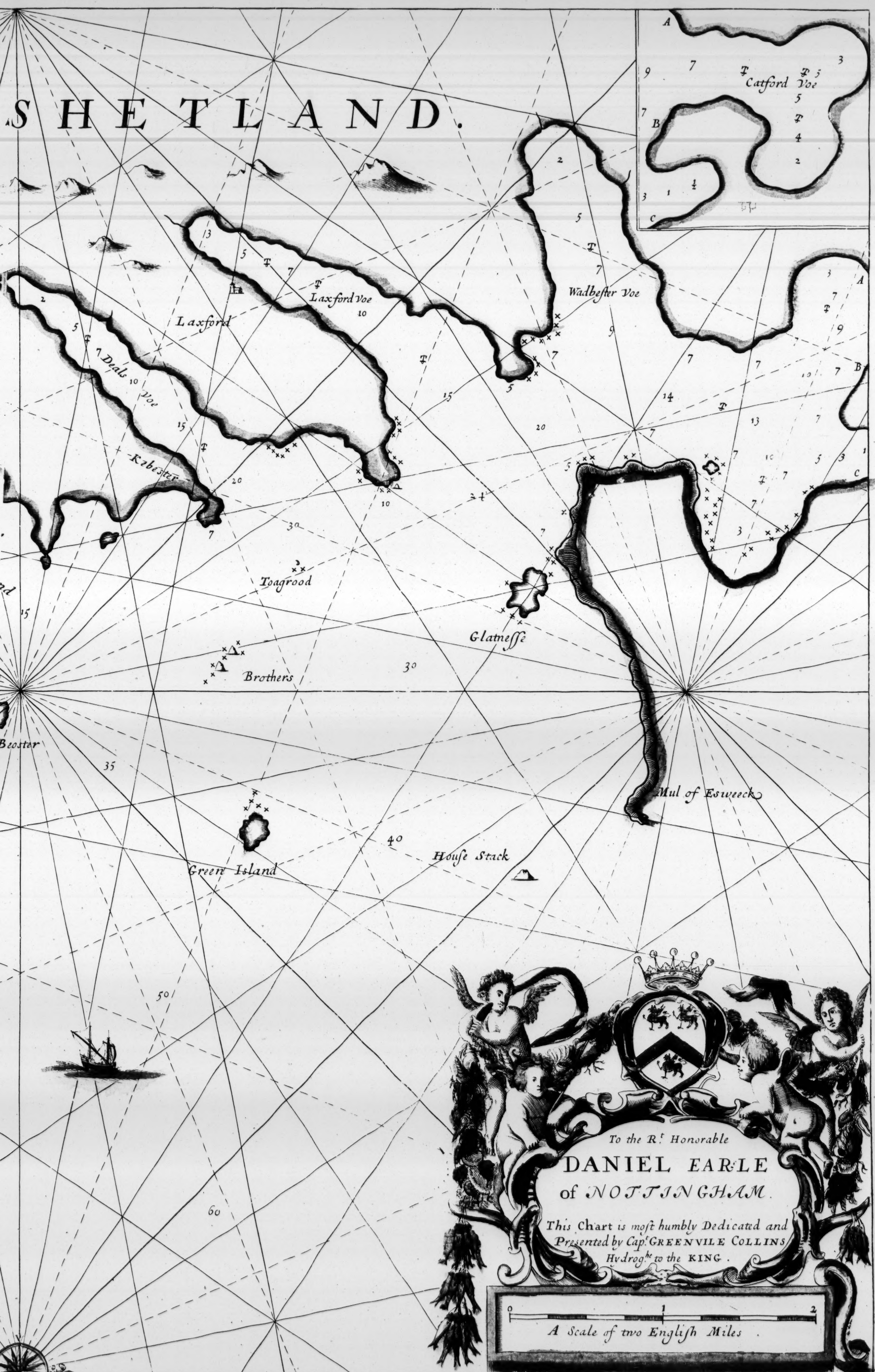
Islands, did once belong to the Kingdome of DENEMARK, But since the year 1472 to the Kingdome of SCOTLAND.

The Arrow marked thus → show the setting of the Tyde of Flood.

Moll Sculp.



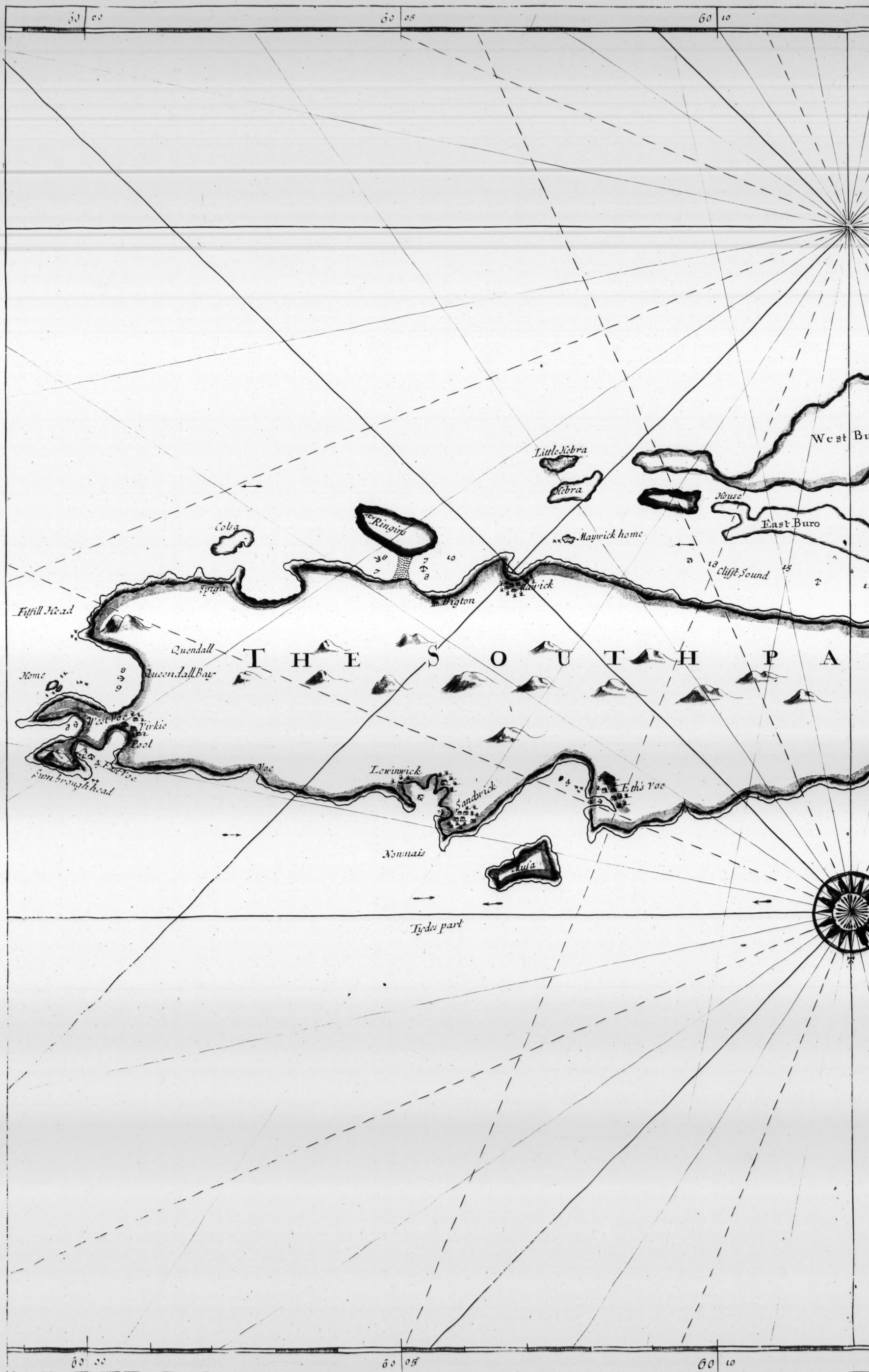




To the R^t Honorable
DANIEL EARLE
of NOTTINGHAM.

This Chart is most humbly Dedicated and
Presented by Cap^t GREENVILE COLLINS
Hydrog^h to the KING.

0 1 2
A Scale of two English Miles





The South Part of the Isles
SHETLAND
is Dedicated and Presented to
M^r John Colson Teacher of
the Mathematics in London
by Capt Greenville Collins

3 Miles

Cafford Voe
17 6 7 3 3
5
4
2

A R T O F S H E T L A N D

B R A S E Y

N O S

